THE EVENING TELEGRAPH.

VOL. XV.—NO. 44. PHILADELPHIA, WEDNESDAY, FEBRUARY 22, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

BUILDING RAILROADS BY SUBSIDIES

How Roads are Made in California.

The San Domingo Commission

A Division of Labor.

Death of Mad'lle Schneider.

Sketch of the Lovely Sinner.

Etc., Etc., Etc., Etc., Etc.

THE SUBSIDY QUESTION.

How Subsidies Built a California Railway.

Henry George, of San Francisco, in a pamphlet entitled "The Subsidy Question and the Democratic party," tells the following amusing story:—

"In November, 1865, thirteen citizens of Los Angeles associated themselves to build an eighteen-mile railroad, under the title of the "Los Angeles and San Pedro Railroad Company." The capital stock was fixed at $500,000, each of the original thirteen subscribing $2500 in gold coin. It does not seem that any of these stockholders paid in a single cent, though some of them advanced a little money for printing, advertising, and lobbying at Sacramento, etc.

"Why should they have paid a cent? Their object was to own a railroad, not to pay for one, and to own a railroad nowadays it is not at all necessary to pay for one; all that is necessary to do is to get the people to pay for building it for you. So these gentlemen, instead of puting in their own money, went to the Legislature and got through a bill authorizing the city of Los Angeles to subscribe $75,000 to their stock, and the county of Los Angeles to subscribe $150,000. Both city and county voted to subscribe, for it was proved to the people very clearly by the advocates of the road not only that it would cause a great increase of taxable property, and all that sort of thing, but that they would not be called upon to pay the interest on the bonds, as the road could not fail to pay, and the dividends accruing on the stock of the city and county were to be paid into a fund to meet the interest on the bonds.

"So our railroad builders, the directors of the Los Angeles and San Pedro Railroad Company, went to work. And now Phineas Banning appears on the scene, though it is probable that he had been behind the scenes from the beginning. The bids came in the lowest from a Mr. Ives, being for $342 000; the highest, from Mr. Phineas Banning, being for $467,000. Of course, Mr. Banning got the contract, for it is an invariable rule with railroads to be built by the people's money that the highest bidder gets the contract. Having let this contract, the next step of the directors was to buy a piece of land and a lot of lighters, and other things that Mr. Banning had lying around, for the sum of $70,000. Then these directors mortgaged the whole road, all its property and franchises, and issued first mortgage bonds to the amount of $300,000 to help to pay Mr. Banning. And the building of the road commenced, and the city and the county were called upon to issue their bonds, and did issue them, though none of the other stockholders paid in a cent; and before the road had been completed Mr. Banning had all the county bonds and all the first mortgage bonds, and his partner had all the stock, and things went along beautifully.

"And now the people of Los Angeles have got a little one-horse local road, which their money, and nobody else's, has built, for whtch they must pay as much as they used to pay the stages. And they have a debt of $225,000, the interest of which they have to pay every year, and the principal of which it is certain they must ultimately pay. They can't sell their stock, for the road is heavily mortgaged, and they fear they can't assess other stockholders who have never paid anything without assessing themselves."

SAN DOMINGO.

The Commission Dividing up their Work.

Writing at Samana on January 30, a correspondent of the New York *Tribune* says:—

The commission had not been in Dominican waters twelve hours when they had equipped and sent out three independent expeditions—two of them scientific, the third for the purpose of conveying despatches to President Baez at Santo Domingo. One scientific party, under Professor Ward, started for Cape Cabron, on a general geological survey; while Professor Blake went to the head of the bay to explore the region where coal has been said to abound. The party conveying despatches to President Baez was accompanied by Mr. Jacobs, a practical farmer, who was requested to report on the agriculture of the great valley of the Yuna, named by Columbus La Vega Real, "the royal plain," which name it still preserves. Prof. Newcomb was requested to report on the sanitary condition of Samana, and the physical condition of the natives; Mr. Frederick Douglass to examine into the condition and ideas of English-speaking colored emigrants of the Peninsula, and General Sigel to report on the Bay of Samana in relation to its protection of American interests in adiacent waters. The commissioners are determined to make a thorough investigation, no matter at what expense of time and trouble, and I shall endeavor in this letter to give a slight idea of the method adopted by them, which, if known, must inspire confidence in their thoroughness and impartiality.

A PERILOUS ADVENTURE.

A Horse and Wagon Back Off a Ferry Boat—The Driver Narrowly Escapes Drowning.

A thrilling scene was witnessed yesterday morning about ten o'clock, from one of the ferry boats which ply between Saw Mill Bun and the Point. Louis Aurin, of West Pittsburg, and Joseph Minick, started with a light spring wagon from Saw Mill Run and boarded a ferry boat to come to this city. When the boat got opposite Painter's "dump" a team in front of the one driven by Aurin and Minick got unmanageable and caused the horse attached to the latter to back. Before the animal could be stopped the backing wagon had broken the safety bar of the boat siding and the wagon dumped into the river, dragging the horse along with it. Minick had got out of the vehicle after the ferry boat started, and left Aurin sitting in it. When the horse and wagon went over the side of the boat Aurin was carried with them into the river. The horse and wagon floated to below the landing, where they struck the coal barges moored there and the animal was drowned. Aurin managed to keep himself above water until he had floated opposite Singer, Nimick & Co.'s works, where a couple of men—Joseph Kestner and James Sterling—seeing the state of affairs, pushed a plank to him. Aurin was so powerless that he could not hold with his hands, but managed to get his arms over the plank and was pulled ashore. The distance he had floated was some three hundred yards. He was completely exhausted when taken out, and could not have kept above water for half a minute longer.—*Pittsburg Commercial, yesterday.*

OBITUARY.

Mad'lle Schneider.

Intelligence has been received by cable of the death of the queen of opera-bouffe performers, Hortense Catharine Schneider. She was born at Bordeaux, France, about the year 1835, and displayed an inclination for the stage at a very early age. She made her first appearance when only fifteen years old, at the Athenæum in her native city, and was received with flattering applause. An old professor of music named Schaffner took her in charge, and trained her in singing, and then she set out on her professional career. Her first stopping place was Agen, where she remained three years, playing secondary parts at a theatre of no great pretensions. She then determined to try her fortunes at the gay capital of France, and on her arrival sought an engagement at the Varieties. Although her provincial success had been great, she had scarcely been heard of at Paris, and her application was unsuccessful. She obtained a place, however, in the troupe of the Bouffes Parisiens, which was formed about that time, and was not long in making herself popular in parts which afforded an opportunity for the display of a charming person and a really fine talent for dashing comedy and rollicking song. Having proved her powers of attraction for French amusement-seekers, an engagement was offered her at the Varieties, and she made her *debut* on its somewhat famous stage on the 19th of September, 1856, in *Le Chien de Garde*. Her popularity increased rapidly, and in August, 1858, she made her first appearance at the Palais Royal, where she quite took the town in *La Beaute du Diable, Danae et sa Bonne*, and other pieces of a similar character. She found a style of performance exactly suited to her talents in the now celebrated works of Offenbach, and in *La Belle Helene*, and *La Grande Duchesse de Gerolstein* she created a decided furore, which did much to give opera bouffe that feverish popularity which sent it across the ocean, to afford Americans a taste of the highly-spiced and unwholesome entertainments of the Parisian stage. She appeared in *La Belle Helene* at the Varieties in 1864, and found ample scope for the free and dashing action for which she had become noted, and the bewitching and seductive song and dance which seemed to exert over the public mind and taste something of the influence of the alluring strains of the ancient sirens. It was in the *Grande Duchesse*, however, that she reached the climax of her power in captivating the popular fancy, and won for herself a world-wide celebrity. She performed in this piece at Paris throughout the Exposition of 1867, and was one of the strong attractions at the capital of the French Empire on that memorable occasion, captivating princes and aristocrats, as well as the *profanum vulgus*, with the witcheries of her performances. It is stated as a historical fact that the Czar of Russia and his two sons hurried off to see her on the first night of their arrival, scarcely waiting to pay their respects to their imperial host. Afterward she visited the other European capitals, whither her fame had of course preceded her, making her appearance in London in July, 1868, where she was greeted with the same frantic demonstrations of delight which she had called forth from the volatile French.

She performed there also in the summer of 1869; and it was on this occasion that she narrowly escaped serious injury from a fire which occurred on the stage during a performance of *Orphe aux Enfers*. In July, 1870, she again began an engagement at the Princess Theatre, which proved more successful, if possible, than the previous seasons. It was said that negotiations were on foot to bring her to this country, but her untimely death will disappoint thousands here who would have been glad to have seen the amusement of the day in its most artistic form. Her charms of person, as well as her undoubted talent as a singer and actress, have been descanted on in glowing terms, and she had occasioned no little scandal in families even of royal rank. In 1865 considerable noise was made in the Paris papers over the legacy of 50,000 francs left to her by the Duc de Caderousse-Grammont, and on her visits to London there were whisperings of too frequent appearances in the green room of the heir apparent of the throne. Whatever her faults may have been, Schneider was a hard student of the art which she had chosen, and a careful and conscientious actress. Some of Offenbach's most popular pieces were written for her, and with especial reference to her talents. Among these are *La Belle Helene, Barbe Bleue, La Grande Duchesse*, and *La Perichole*. Although her action was always free, and indeed the artistic expression of the most sensuous charms of human nature, both physical and emotional, yet she never appeared coarse or vulgar. Her avowed motto in studying for success was:—"*Canaille tant qu'on voudra; mauvais genre, jamais.*"

Maria Clemm, the Mother-in-law of Edgar A. Poe.

On the 16th instant occurred, in Baltimore, the death of Mrs. Maria Clemm, the aunt, mother-in-law, and never-failing friend of Edgar A. Poe. Mrs. Clemm was born in Baltimore on the 17th of March, 1790. Her family was one of the oldest and most distinguished in Maryland. Her father, David Poe, was Quartermaster-General of the Old Maryland line during the Revolution, and the intimate friend of Washington, Lafayette, and the leading men of the time. In 1836, while editing *The Southern Literary Messenger*, Edgar A. Poe married his cousin, Virginia Clemm, a lovely and beautiful girl, whose memory he embalmed in "The Raven." She was the "lost Lenore" of that extraordinary poem. From the time of Poe's marriage to her daughter, Mrs. Clemm adopted him as her son, and never had son a more devoted mother. To have won and kept the love of such a woman through all the vicissitudes of such a career as Poe's, shows more forcibly than words can tell that the innate goodness of the poet was not lost even in the midst of wasted genius, unparalleled misfortunes, and utter misery.

To her Poe wrote the sonnet "To My Mother," in which he testifies to her care and devotion by saying that she had been "more than mother" to him. After the poet's death, on the 7th of October, 1849, Mrs. Clemm resided with different friends in New York and Virginia, until five or six years since, when she was received into the Church Home in Baltimore, a charitable institution under the management of the Episcopal Church, and there she died on the 16th instant, in the eighty-first year of her age. At her own request she was buried by the side of her "darling Eddie," in Westminster Churchyard, corner of Fayette and Green streets, Baltimore.

Admiral Porter's Gas Bill.

Whatever may be the sentiments of the rest of his countrymen, there is at least one man in Washington who cannot complain that the guests of our newly constituted Admiral are not received with ceremonious honor. On reception day it is currently reported that a Chinese servant in the employ of Admiral Porter, having to attend the door, estimated the rank and consequence of the visitors, according to Chinese custom, by the size of their visiting cards. Of course the one-inch-by-two bits of cardboard were thrown into the basket with silent contempt. Presently the gas collector presented his monthly bill. Yellow is the royal color in China. With profound and reverential salaams the almond-eyed functionary received the long, yellow slip of paper, and, confident that he was conducting a prince of the blood-royal, ushered the collector into the presence of the astonished family. It is said that the genuflexions of the awe-struck Asiatic surpassed anything ever seen at the capital since the Admiral got his appointment.

—Albany has a female brass band, composed of twelve beautiful young ladies.

—French ports are filled with provisions bound for Paris, but which cannot be forwarded for want of transportation.

COUNTRY CRITICISM.

What Wilkesbarre Connoisseurs Think of Beethoven—Miss Mehlig's "Bel Canto"—Her "Rending" of Liszt's "Symphonic."

Mr. Theodore Thomas has been giving a concert in Wilkesbarre, and this is what a native critic has to say about it:—

Mr. Thomas assumed the baton at 8 o'clock precisely, and the programme was faithfully adhered to. Miss Mehlig's piano playing, following so closely upon that of the great Wehli, occasioned considerable criticism, many considering her performance superior in every way to that of the sterner champion. Miss Mehlig unquestionably possesses a very expressive touch and a rapid and clear execution, but there is hardly enough of the *bel canto* in her playing to allow of her carrying off the laurels. Her rending, however, of Liszt's symphonic from "Les Preludes" was extremely affecting.

The gem of the evening was Schumann's *Traeumerei*. As a piece of instrumentation alone it was wonderful, the bowing, stopping, and position of the instruments being as exact as if moved by one hand. But the melody! Its strains had tears in them. Its liquid murmur steeped the brain in dreamy unrest, and its whole effect was heaven inspiring. Why had we not more of such instead of the "8th Symphony," from Beethoven? Such selections, if not altogether incomprehensible to ordinary minds, are at least not such as to attract connoisseurs or to please the general public. Deep thinkers, 'tis true, might trace, or affect to trace, throughout such clouds of sound, ideas and forms of singularly characteristic beauty—impetuous strains of marvellous breadth and effect, but to ordinary people there is in such productions a want of continuous idea and an absence of definite feeling which leaves them more perplexed than pleased. 'Tis true there are throughout such productions passages at times delicate, brilliant, and legitimately mysterious; graceful and refined; large and at times colossal; but they are yetwanting in that tenderness and genuine solemnity which catches the ordinary ear and moves the soul. Altogether, however, the impression produced by the concert was good, and it is not too much to say of the audience that their extreme attention throughout the entire performance merits especial comment, as at once flattering to the performance and creditable to themselves.

SPAIN.

Attempt to Assassinate the Minister of the Interior.

A Madrid letter in the London *Echo*, dated February 1, says:—"While the unfortunate Duchess of Prim was yet wretched with sorrow the assassins of her husband wrote to her, saying that they were well satisfied with what they had done, and should continue their task to the end. It was believed that the King was thereby indicated as the next victim, but there was no surmise as to who the others were. It is now thought that the Minister of the Interior, Sagasta, was intended for the next sacrifice. Last night, as his carriage was returning at a late hour to the office of the Home Department, it was attacked by a party of some dozen or more men, whose faces were concealed by mufflers. The coachman used his whip freely, and the footman shouted for help with such success that the police came up in time to arrest six of the aggressors, who were immediately taken to prison. If their intention was to murder Sagasta they would not have succeeded, for the carriage was quite empty, and was on its way to the stables for the night. Nothing further is known of the criminals, for the Spanish system in such cases is to retain the prisoner in solitary confinement, none but his judges being allowed access to him for weeks and months, until everything has been ascertained with regard to his crime, and then he is either remanded for trial, if deemed guilty, or set free. All the investigations connected with the crime up to the trial are surrounded with inquisitorial mystery. In my private opinion, although the Ministerialists seem inclined to make a great deal out of last night's attempt, it will prove to be of no political significance, and only an outrage committed by a band of street brawlers, who had taken more wine than was good for them."

A HEAVY WEIGHT.

Death of the Heaviest Man in Pennsylvania.

The Pottsville *Miners' Journal* says:—The death of Mr. John Boussum, of Schuylkill Haven, which occurred on Thursday night, has been the all-absorbing topic in this community ever since its occurrence.

John Boussum was born in Manheim township in 1819. In the year 1849 he entered the service of the Schuylkill Navigation Co., and it is reported of him that shortly after so doing he met with an accident by the blast of a rock, which raised him in the air some distance, and injured him considerably in his descent. Shortly after recovering from this shock he commenced gaining flesh, and notwithstanding his frame was only of medium stature—about five feet ten inches—he soon pulled down 494 pounds on the scales with perfect ease, and has for many years been considered the heaviest man in Pennsylvania.

He has performed the duties of lock-tender at Schuylkill Haven for these many years, and was active and as supple as the majority of those who carried less than half his own weight of flesh, and has usually enjoyed excellent health. He has slept nightly in his watch-box at the canal-lock, where, on Thursday night, he closed his eyes in his last long sleep; and that, too, at his post of duty, where he was ever found in life. After his death it was found impossible to remove him from the watch-box without enlarging the door, and this was done by tearing out nearly the whole end of the building, when he was removed to the collector's office, near by, where his remains were viewed by thousands of people from different sections of the country.

The coffin in which he was placed was made of very heavy plank, and securely fastened together with iron bands and braces to prevent the possibility of an accident while moving the corpse. Its measure, inside, was two feet nine inches wide across the breast, eight feet three inches around, and five feet eleven inches in length, being large enough to hold four ordinary sized men, with room for a half dozen small boys.

Deceased, at the time of his death, weighed four hundred and sixty pounds, and knew that no hearse could be found large enough to admit his corpse, and previous to his death he requested that his remains should be taken to the cemetery upon a truck wagon, drawn by four white mules, which request was complied with. Eight pall-bearers found it very heavy work in handling the corpse.

—A lazy chap has found out that working between meals is unhealthy for him.

—A Rhode Island girl wore the skins of ninety-seven other geese to a masquerade.

—A thief, who lately broke open a grocer's warehouse, excused himself on the plea that he only went to take tea.

—An anti-kissing society has been formed by the Galena, Ill., girls. "No kissing before marriage" is their motto.

—Arkansas politicians call each other pet names. Parties there are now divided into Minstrels, Brindle Tails, and Republicans.

—Immensely rich silver mines have been discovered in the Cradshaw district, Arizona, near Prescott, causing much excitement.

—A Western journal vividly describing an anti-secret society convention, winds up by saying:—"They met—they maudled—they mizzled."

—The wind blows with such force in Colorado that when a man loses his hat he has to telegraph to the next station to have some one stop it.

SECOND EDITION

TO-DAY'S CABLE NEWS.

American Relief for France.

Queen Maria of Spain Dying.

The German Entry into Paris.

Trochu Strongly Opposes It.

Chanzy and the Army of the Loire.

Terrible Casualty in New York

Seven Men Suffocated to Death.

Destructive Fires and Firemen Injured.

Railway Accident in the West

Celebration of Washington's Birthday.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

American Relief for France.

LONDON, Feb. 22.—The *Times* says New York committees sent yesterday by cable transfer £10,000 for the suffering people of France, accompanied by a request that Benjamin Moran, Hugh McCulloch, Russell Sturgis and J. S. Morgan act as the London committee.

The *Daily News* says

Gen. Faidherbe's Troops

continue to embark at Dunkirk for Cherbourg.

Trochu Opposes the German Entry Into Paris.

A letter from General Trochu condemns the proposed entry of the Germans into Paris. He says

Paris Has Deserved the Honors of War,

and advises her to shut her gates and let the enemy open them with cannon.

The Removal of the Government

to Tours or Blois is much talked about, but there is really no belief in its probability. After the declaration of peace

The National Assembly

will prorogue its sittings, and upon reassembling will meet in Paris.

Turkey and France.

A despatch from Constantinople says the Porte has recognized the new French Government.

It is reported that M. Baude has been appointed representative of France at the Black Sea Conference in London.

Thiers, Favre, and Bismarck.

PARIS, Feb. 21.—MM Thiers and Favre have arrived here, and go to Versailles to-morrow. It is officially stated that Favre has written to Count Bismarck that Thiers will go to-morrow (22d) to Versailles.

The *Rappel* says

A Treaty of Peace

may be communicated to the Assembly on Saturday.

Proclamation of General Chanzy.

AMIENS, Feb. 21.—General Chanzy has issued a proclamation to the Army of the Loire, in which he urges the troops to put the time of their enforced rest to profit and prepare for resuming the struggle *a l'outrance*, if arrogant claims are demanded by the Germans.

Americans Presented at the English Court

LONDON, Feb. 22.—The Queen held Court yesterday at Buckingham Palace. Among the persons presented by Mr. Moran, United States Charge d'Affaires, was Mrs. Nicholas Fish, Mrs. Wickham Hoffman, Mrs. Augusta Hamilton, and a daughter of Commodore Rodgers.

The Queen has approved

The Appointment of Mr. Livermore

as United States Consul at Londonderry.

The Queen of Spain Dying.

LONDON, Feb. 22.—The *Telegraph* has a special despatch from Madrid as follows:—

The Queen of Spain is dangerously ill of miliary fever, and has asked to receive the last sacrament. Her case is considered hopeless.

Attempted Assassination of Zorilla.

Several persons suspected of attempting to assassinate Zorilla have been taken into custody.

Tunis and Italy.

FLORENCE, Feb. 22.—The Tunisian Envoy has asked his Government for further instructions, and awaits an answer before concluding negotiations with the Italian authorities.

The Black Sea Conference.

LONDON, Feb. 22.—Paris journals of yesterday are to hand. The *Siecle* says Remusat is appointed ambassador to London and will also represent France in the Black Sea Conference.

The Missions to Florence and Vienna

remain as at present. Some

French Frigates have been sent to Corsica

for the purpose of repressing possible disturbances. Senor Olozaga comes to Paris as Spanish Minister.

The Peace Commission.

Ponyer Quertier has been added to the Peace Commission. A proposition for the

Neutralization of Savoy

is under discussion by the Government, as are also commercial treaties with other nations.

FROM THE PACIFIC COAST.

Murder and Suicide.

SAN FRANCISCO, Feb. 22.—It is reported by way of Sacramento that Frederick Coombs, proprietor of the great fruit farm in Napa Valley, shot his wife and then shot himself yesterday, in consequence of domestic troubles. They are both dead.

The Great Storm.

The storm drove two vessels through the railroad wharf at Alemeda, carrying away a hundred feet of the structure. The wind also unroofed a planing mill in Oakland, a new railroad office, Thomas & Hunt's warehouses in Vallejo, and a railroad shed at San Rafael. The rain is still falling. Mining stocks are rallying.

FROM NEW YORK.

Destructive Fires in New York City—Firemen Injured.

NEW YORK, Feb 22.—A fire occurred early this morning, which entirely destroyed a five-story brick building, No. 29 Beekman street, owned by William O'Connor, who loses $30,000. The first floor and basement was occupied by the Providence Tool Company; loss, $30,000. A. W. McDonald & Co., printers and electrotypers, occupied the second and third floors; loss, $20,000. A fireman, John Riely, was badly bruised, and nearly suffocated by the smoke. While the firemen and police were fully engaged at the fire in Beekman street another fire was discovered in the rear of No. 132 William street, a large six-story brick building, occupied by Dietz & Co. as a lampware store. The adjoining building, occupied by M. Ward & Co., druggists, was also damaged. Loss on buildings, $75,000; loss on stock unknown, though heavy. Messrs. Jessup & Moore's paper warehouse, No. 128 William street, took fire, but was little injured.

Flourishing Exhibit of the S. P. C. A.

Louis Bernard, a French miser, who died at St. Vincent's Hospital, on Monday, bequeaths $100,000 to the American Society for the Prevention of Cruelty to Animals. The society has also received three other bequests amounting to $200,000, which, with the $100,000 pledged by Henry Bergh, places the society on a firm basis.

Terrible Case of Suffocation—Five Men Killed and Two Men Not Expected to Live.

NEW YORK, Feb. 22.—This morning seven firemen on the steamship Ismailia, at Pier No. 10 North river, were suffocated by burning charcoal in a close room. Five are dead and the others were taken to the hospital, with little hopes of their recovery. All were natives of Scotland.

Fire in Rochester.

ROCHESTER, Feb. 23.—A fire in Medina last night destroyed all the buildings on Main street, from Centre street to Wheaton's store, including Hunt's tin-shop, where the fire originated, a grocery, jeweller's shop, physician's office, undertaker's shop, market, tin-shop, harness shop, millinery, boot and shoe store, cabinet shop, one vacant store, dry goods shop, and an insurance office. Loss and insurances not yet ascertained.

FROM THE WEST.

Another Railroad Accident.

CINCINNATI, Feb. 21.—Last night a freight train on the Pan Handle Railroad, bound east, broke through bridge No. 39, twelve miles east of Steubenville, and the engine and fourteen cars went down. The fireman, named Hess, was killed, and the engineer was slightly and one brakeman seriously injured. The train was loaded with horses, sheep, hogs, meat, etc. Eight or ten of the horses were killed. It is supposed that the engine struck a stone that had rolled on the track from the embankment, which threw off the tender, and that the tender was thrown across the track on the bridge, causing the other cars to leave the track.

Banquet by Senator Stevenson.

LOUISVILLE, Feb. 22.—A grand banquet was given at the Galt House to-night by Senator Stevenson, from Kentucky. It was largely attended by the most prominent citizens, irrespective of party. Several speeches were made, and general good feeling was manifested.

The "Freres de la Republique Universelle."

CINCINNATI, O., Feb. 22.—The Secretary of the "Freres de la Republique Universelle" in this city has received a letter from the President of the Fraternity in Hungary, ordering him to hold his commandery in readiness for immediate action. The order may arrive by the next mail. The society numbers nearly seven thousand in the United States. Louis Blanc, Kossuth, and Guiseppe Mazzini are leading members. The headquarters in London is in Leicester Square, with branches in Vienna, Berlin, Paris, Naples, and Florence. The President in the United States is said to be ill in New Orleans. All the despatches are sent in cipher.

FROM BALTIMORE.

Death of an ex-Rebel General.

BALTIMORE, Feb. 23.—General Arnold Elzey died in this city yesterday afternoon after an illness of three days. He was a graduate of West Point, and at the breaking out of the Rebellion entered the Confederate service.

Business is Generally Suspended To-day.

The banks and all public offices are closed in honor of the birthday of Washington. In all the Catholic and Episcopal churches Lent is strictly observed.

FROM WASHINGTON.

Commerce and Navigation—Important Statistics.

Despatch to the Associated Press.

WASHINGTON, Feb. 22.—Monthly Report No. 5, of the Bureau of Statistics, now in press, contains the statistics of our foreign trade for the month and for the eleven months ended November 30, 1870, compared with the corresponding periods of 1869. The chief of the bureau, Mr. Edward Young, furnishes the following synopsis:—

Periods.	Imports.	Domestic exports (specie values).	Foreign exports.
Month ended Nov. 30, 1870	$41,810,297	$18,473,031	$4,193,047
Month ended Nov. 30, 1869	33,585,122	38,455,346	1,924,034
11 months ended Nov. 30, 1870	452,676,324	408,935,015	28,821,895
11 months ended Nov. 30, 1869	433,131,943	321,914,072	27,118,852

The proportion of the foreign trade carried in American and foreign vessels, respectively, during the eleven months ended November 30, 1870, was as follows:—

	Imports.	Domestic exports (mixed val.)	Foreign exports.
American vessels	$45,171,511	$165,851,578	$13,539,206
Foreign vessels	307,505,013	290,971,679	15,282,689

ELEVEN MONTHS ENDED NOVEMBER 30, 1869.

	Imports.	Domestic exports (mixed val.)	Foreign exports.
American vessels	$135,929,467	$139,665,885	$15,289,339
Foreign vessels	297,202,536	273,266,319	11,829,513

The following tables show the number and tonnage of the American and foreign vessels engaged in the foreign trade which entered into and cleared from the ports of the United States:—

TWELVE MONTHS ENDED NOVEMBER 30, 1869.

	Entered. No.	Entered. Tons.	Cleared. No.	Cleared. Tons.
American vessels	10,164	3,384,456	10,025	3,447,999
Foreign vessels	19,576	5,573,626	19,417	5,624,086
Total	29,740	8,958,082	29,442	9,071,085

TWELVE MONTHS ENDED NOVEMBER 30, 1870.

	Entered. No.	Entered. Tons.	Cleared. No.	Cleared. Tons.
American vessels	10,536	3,587,954	10,292	3,570,601
Foreign vessels	18,647	5,608,910	18,627	5,546,421
Total	29,183	9,196,864	28,919	9,117,022

Among other valuable statistical data of current interest, this report contains elaborate tabular statements showing the value of the trade of the United States with the West Indies, Mexico, Central America, Venezuela, and New Granada; the manufactures of Philadelphia and St. Louis; value of dutiable articles entered into consumption in the United States at the different ports during the fiscal year 1870, the duties paid thereon, and the average rate of duty at each port; also, a statement showing the principal articles entered into consumption, together with the values and duties.

"The Society of the Oldest Inhabitants."

Despatch to the Associated Press.

WASHINGTON, Feb. 22.—The commemoration of the one hundred and thirty-ninth birthday of George Washington by the Society of the Oldest Inhabitants of the District of Columbia took place to-day. The Farewell Address of Washington was read. The public departments are closed and but little secular business is transacted.

BERGH'S LUCK.

A Miser's Princely Bequest—$100,000 Given to the Society for the Prevention of Cruelty to Animals.

The will of Louis Bernard, who died of pneumonia at St. Vincent's Hospital on Monday last, bequeaths to the American Society for the Prevention of Cruelty to Animals of the City of New York, $100,000 in bonds and real estate. The deceased was a native of Rouen, France, but resided in this country for the past twenty years, during which time he rarely left the city. His place of residence was a low tenement in Wooster street, near Prince, where he was taken sick about four weeks ago. He was tended during his illness by Dr. Chauvan, of Houston street, until a few days since, when he was conveyed, through the efforts of Mr. Bergh, to the hospital on Eleventh street, where he died, aged 62 years.

He had lived in all the squalor and wretchedness of the most abject poverty. His room was in the rear end of a miserable building, accessible by several flights of shaky stairs, and was only six feet in width by eight in length. It was lighted by a very small widdow, partially covered with heavy wooden bars fastened to the window-frame with strong screws, and on the door were no less than eight different bars and locks. Totally devoid of all furniture, save a broken table, the room presented a frightful picture of wretchedness. A filthy mattress, supported by a few boards raised from the floor upon several bricks, lay at the end under the window, and at its side stood a trunk filled with alternate layers of gold and silver watches and jewelry—such as breastpins (many of them set with diamonds), chains, and rings—separated by sheets of blotting-paper. There were no signs of fire, nor any place wherein to make one, and the disease which caused his death was brought on by the exposure from which he had suffered, as he spent the greater part of his time in this room. He is reported to own large amounts of real estate.—*N. Y. Tribune to-day.*

THE FATHER OF HIS COUNTRY.

Washington as He Appeared in His 47th Year.

As this is the anniversary of George Washington's birthday, our readers will be interested in the following sketch of his personal appearance, which we copy from a letter written in New York in 1778, and published in the *Kentish Gazette*, an English paper:—

"General Washington is now in the forty-seventh year of his age; he is a tall, well-made man, rather large-boned, and has a tolerable genteel address; his features are manly and bold; his eyes of a bluish cast, and very lively; his hair a deep brown; his face rather long, and marked with the small-pox; his complexion sunburnt and without much color; and his countenance sensible, composed, and thoughtful. There is a remarkable air of dignity about him, with a striking degree of gracefulness; he has an excellent understanding, without much quickness; is strictly just, vigilant, and generous; an affectionate husband, a faithful friend, a father to the deserving soldier, a gentleman in his manners, in temper rather reserved; a total stranger to religious prejudices, which have so often excited Christians of one denomination to cut the throats of those of another; in his morals irreproachable; he was never known to exceed the bounds of the most rigid temperance. In a word, all his friends and acquaintances allow that no man ever united in his own person a more perfect alliance of the virtues of a philosopher with the talents of a general."

—A Pennsylvania chemist proposes to evolve diamonds from petroleum. All the rival chemists make light of it.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Wednesday, Feb. 22, 1871.

This being Washington's birthday, there was a general suspension of business in all the public offices, and we have, therefore, no market reports to make. There is some little borrowing on the street, but it is of a limited character.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA.....FEBRUARY 22

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....27 | 11 A. M.....35 | 2 P. M.....40

SUN RISES..... 6·44 | MOON SETS..... 9· 2
SUN SETS..... 5·44 | HIGH WATER..... 3·53

(By Telegraph.)

NEW YORK, Feb. 22.—Arrived, steamship Rapidan, from Havana.

ARRIVED YESTERDAY.

Steamship Tonawanda, Barrett, 70 hours from Savannah, with cotton, rice, etc., to Philadelphia and Southern Mail Steamship Co. Passengers:—H. A. Birney; Mrs. Nettie Saunders; William Luke; Johnson H. Brown, Jr.; Mrs. James Taylor and two daughters; W. H. Forearc; John Wright and son; H. Bennett; and H. Cessal. 20th inst., A. M., off Hatteras, passed steamer General Meade, bound south; 21st, 11 A. M., below Bombay Hook, a ship and bark W. E. Anderson, for Matanzas; bark Countess of Fife, for Trieste, and an English brig, bound up. Below Delaware City, brig Mechanic, from Sagua; schr John Shay, from Cienfuegos; and three schrs unknown.

CLEARED THIS MORNING.

Schr John S. Detwiler, Grace, New York, Reppher, Gordon & Co
Schr Henrietta Simmons, Godfrey, Boston, do.
Schr Rachel Seaman, Barrett, Williamsburg, do.
Schr J. K. Manning, Casey, New York, do.

ARRIVED THIS MORNING.

Steamer W. Whilldin, Riggans, 18 hours from Baltimore, with mdse, and passengers to A. Groves, Jr.

BELOW.

Brig Torrid Zone, from Demerara via Bermuda.

IMPORTATIONS.

SAVANNAH—Steamer Tonawanda, Barrett—1 bbl 1 box seeds R Buist Jr; 15 bbls 16 half do empty J F Betz; 10 kegs 53 qr bbls and 6 half do empty Bergner & Engel; 128 bales cotton 41 do yarn 127 do domestics Cleghorn, Herring & Co; 4 do 3 bags cotton Cochran, Russell & Co; 20 bales cotton B M Jones & Co; 17 do do 2 do mats Hiller & Bro; 15 do yarn D McDevitt; 32 do cotton D'Oller, Magee & Co; 39 bbls 71 half do empty W Massey & Co.; 1 covered carriage McLear & Kendall; 232 bbls cotton 38 hhds 4 bbls 1 lot iron 2 bbls lightwood order; 18 bales cotton 6 Patterson & Co; 11 do Prentice & Fowler; 76 do Randolph & Jenks; 20 do A Whilldin & Son; 4 bales rags J M Wilcox & Co; 3 car loads pig iron Whitney & Co; 1 water filter John Wood, Jr; 2 bbls seed Callin, Wetherill & Co; 1 box books Claxton, Remsen & Haffelfinger; 1 bbl oranges H F Carter; 1 trunk 1 case Mrs R W Cavids; 1 pkg umbrellas W A Drown & Co; 1 box hdw H Disston & Son; 1 box boots and shoes T R Evans; 21 bbls ale 18 half bbls empty R Gray; 3 boxes plants John Gibson, Son & Co; 1 box mdse Kelly & Moore; 8 empty bbls P O Kane; 10 qr bbl beer J & P Baltz; 7 bbls flour J S Irving; 2 tcs shad J H Hopkins; 4 empty crates D A Outerbridge.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

PROTECT THE RIGHT OF SUFFRAGE!

From the N. Y. Tribune.

Less than two weeks of the present Congress remain, and many bills are pressed upon the attention of either House, whereof the greater number must fail to be definitively acted on. With regard to many of them, the disappointment of their promoters involves nothing like national disaster. But there is one bill, which, before even the appropriation bills, should be enacted into a law; and that is the House bill further to protect and secure the rights of legal voters by preventing and punishing frauds at the ballot-box. This bill passed the House by the votes of nearly or quite every Republican present, and will doubtless pass the Senate by a like vote if the final yeas and nays shall be taken on it. But the Senate is garrulous with no previous question, and this bill can only be passed by a fixed predetermination of the Republicans to sit out debate and defeat every motion to adjourn till the Chair shall have announced its passage. Let it be distinctly announced that this course has been resolved on, and an all-night session may be avoided. The minority will not persist in attempts to weary and worry the majority into giving up the measure, if they are well assured that their tactics cannot prevail. But let this week pass without a final vote on the bill protecting the right of suffrage, and we shall apprehend its conclusive failure.

Republican liberty can only be maintained so long as elections are decided by legal voters, each voting once at each election. Let it be understood that the votes of aliens, minors, repeaters, etc., are to stuff the ballot-boxes, and there is no more vitality or value in voting, and few will consent to dignify the farce by offering votes at all. He who seeks a triumph through the polling of illegal votes may call himself a Democrat, Republican, or whatever he will; he is in fact a hypocrite, a villain, and a deadly foe to government by the people. Of all despotisms, a government by illegal or miscounted votes is the most execrable.

The act passed by this Congress at its former session did great good. We cannot doubt it prevented the polling of at least twenty thousand fraudulent votes by repeaters and felons in this city alone. It was an experiment; and a trial has proved that it needs amendment to render it thoroughly efficient. The House has framed and enacted such modifications as experience has suggested. They need the concurrence of the Senate, and we pray that it be not withheld.

The act of last session has been denounced, anathematized, execrated by the Democratic oracles in Congress and the journals. They naturally hate it, for it curtails their facilities for cheating. But to our questions—"What single legal voter did this act disfranchise or deprive of his suffrage? What single legal voter was by this act deterred from voting? What single legal voter was subjected by this act to a loss of even ten minutes, whether in registering or voting?"—the answer is a dead silence. They can rail at the act as usurping and tyrannical; they can prate of bayonets controlling ballots; but when we say to them, "Please specify one legal voter—barely one—who was prevented from voting, or impelled to vote otherwise than as he wished to do, or who voted in fear of any bayonet or deputy marshal"—they confess the falsehood of their railing accusations by declining to answer.

Thousands of legal voters in this State habitually shun the polls. They refuse to vote because they apprehend that illegal voting and dishonest counting will render their votes of no avail if cast. We do not say that their excuse is sufficient; we only know that it seems so them. They need to be reassured and reinvigorated. Our State gave 419,883 votes for Grant and Colfax electors in 1868, which was a large majority of all the legal votes cast at that election—a larger vote by thousands than our opponents ever did or *could* cast; and yet our thirty-three electoral votes were, by wholesale, systematic fraud, turned over to Seymour ane Blair.

We ask of a Republican Congress that it protect us against a repetition of that villainy. Unless this be done, we cannot call out the four hundred and fifty thousand Republican votes that our State will have to poll in 1872. And while it is quite possible again to carry the Union without the vote of New York, it is ever so much easier and safer to do it with her powerful aid.

The argument on this subject is exhausted "Will Congress allow New York to be again wrested from the Republicans by fraud?" Only let the vote be taken, and we have no doubt of the Senate's response.

PHILADELPHIA CHARITY AND ENTERPRISE.

From the N. Y. World.

We have the kindest feeling towards Pennsylvania, in spite of protected "pigs," and as to Philadelphia, in courtly phrase, a sister city, where the great event of the week has been the consecration, with appropriate solemnities, of a police station, fifty-seven feet by thirty, our sympathies are acute. We trust fervently she will sell the balance of her steamship bonds, and for a few weeks or months before they are transferred hither, that she may have the steamers. We should be glad, however, if the City of Brotherly Love could spare a few dollars to famishing France. It was in Philadelphia that, when we needed help, the first French Ambassador was received. There lived Gerard and Luzerne. There married Barbe Marbois. Thither came Lafayette on his first arrival, and there he saw the American army, with green bushes in their hats, march to Brandywine, and he went with them and was wounded. There the Abbe Robin said mass, and Washington was in the congregation; yet, as we are advised, not a dollar has been raised for France. The *Press* says:—

> While nearly every other city is contributing liberally for the relief of the French sufferers by the war, Philadelphia, for some unaccountable reason, lags behind. Boston, up to the close of last week, had raised $60,000, and New York $50,000. If our city wishes to preserve its reputation for charity, it had better respond to the appeals for aid from helpless France and starving Paris.

And all this while Philadelphia, overflowing it seems with capital—more than it knows what to do with—is spending money in other directions recklessly. It is the city of great corporations. Its banks subscribe to steamships. Its municipal credit is loaned to railroads, and its railroads—or at least one of them—are following the melancholy footsteps of the State Bank of the United States and trying to subsidize the whole land. Millions for buying up distant railroads but not a cent for charity! The Pennsylvania Central is now the giant corporation of the land. It owns Pennsylvania, body and soul. It controls its legislation. It buys up or leases every rival or auxiliary line of communication. It is making arrangements to control New Jersey, as it does Ohio and Indiana, and now, as we learn, it is invading the South. They have dug up an old charter from Alexandria to Richmond, and, with it in their hand, are striving to frighten some completed companies into submission. They are "invaders" literally; for, says the same accredited organ of Philadelphia corporate and individual loyalty, "the aim of the Pennsylvania Company in their present Southern *campaign* is undoubtedly to secure through connections south to New Orleans." Now, on this threat, or promise, or whatever it may be, we pause in all earnestness, and ask, can such an exertion and extension of local corporate power be anything but evil? Are there no State rights which can check such an intrusion? Are there no *quo warrantos* to ask by what right a foreign corporation invades a distant sovereignty? It is, too, after all, but a legal fiction, this giant corporation; for any one familiar with its financial condition knows how illusory capital and multitudinous bonds and leasehold interests and guarantees are. No one can doubt what the end must be. There is no instance on record or in tradition where a knot of any provincial men—such as, in no disrespect, Philadelphians may be said to be—have been able to control or administer a vast and complicated machine at home or at a distance. Mr. Biddle, with really statesmanly qualities, tried it and failed. He bought up Mississippi banks just as the Pennsylvania Railroad Company is buying up Southern and Western railways. He owned Pennsylvania, of course, just as she now is owned. We find in the legislative records of a day or two ago that at Harrisburg "four bills were reported authorizing the Pennsylvania Railroad Company to purchase the property of the Western Pennsylvania Railroad Company, of the Columbia Bridge Company, of the Tyrone and Clearfield Railroad Company, and of the Wrightsville, York, and Gettysburg Railroad Company, and authorizing these companies to sell."

And so the game will go on till the crash comes, as come it certainly will; and we, who represent, in a certain sense, a community where, after all, the substantial capital of the country contralizes, and on which financial disaster more or less reflects, only discharge a simple duty in uttering a word of warning. Philadelphia had better give more to charity and less to ramified railroads.

FREEZING THE POOR TO DEATH.

From the N. Y. Sun.

The announcement that freight on coal from the mines to tide water has been suddenly raised from $2·75 to $7·10 per ton, forcibly calls attention to a system organized and carefully guarded by a combination of mine-owners to fleece a credulous people, and fill their own pockets. But this sudden increase of toll calls for something more effective than newspaper grumbling. The honor of Pennsylvania is at stake. If her Legislature, now in session, does not promptly repudiate this advance in tolls, and restrict the transportation companies to a fair rate, the State and the Legislature must come to disgrace, and men will be asking whether the Legislature runs the railroads, or the railroads the Legislature.

This unpardonable exaction falls heaviest upon the workingmen of this city. The price of coal ten days ago was raised to $10 per ton. Since that time the railroad combination have added $4·35 per ton to their freight to this city. This means fifty per cent. advance in price, bringing coal up to $15 a ton. That it should be in the power of any combination of men to monopolize a prime necessity of life is disgraceful to civilization.

We remember, thirty years ago, a dearth of flour and grain in the western part of New York. An enterprising capitalist, who, if living, would doubtless be the honored President of a coal-mining company, undertook to turn a penny by purchasing all the flour and wheat in the county. This he did, and as railroads were almost unknown and navigation had closed he thought he had a successful speculation in hand. He advanced the price of food a hundred per cent. The poor paid for a time, but strongly protested. Very soon the pranks of this rejoicing monopolist became known to some influential gentlemen of the town, who remonstrated with him on his extortion. He did not listen. The next day the gentlemen constituted themselves a committee, took possession of his stores, and sold, to all who applied, his wheat and flour at cost price. The victim appealed to the law, but there was not a jury in the State that would give him a verdict.

The people demand from the governments of Pennsylvania and New Jersey guarantees for the future. They demand that, as canal tolls are settled by law, coal tolls shall be so settled. They demand that rich railroad corporations shall do their duty to the people. They will insist that no corporation or combination of corporations shall have the power to play the highwayman and rob the poor by sheer force under the implied sanction of law; for that is just what these corporations are doing in this advance of freights. It is the act of a combination of thieves, and it is high time for some power to come in to protect the helpless victims of their infernal rapacity.

It is affirmed, too, by those who ought to know the facts, that the object of the combination is not so much extortion from the public as the breaking down of the miners' unions. If this be so, the workingmen of this State have an additional reason for being indignant. Not only they but their brethren who risk their lives daily in the bowels of the earth are to be ground down under the iron heel of a monopoly. Gentlemen capitalists, beware!

SPECIAL NOTICES.

☞ OFFICE OF THE PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD COMPANY.
PHILADELPHIA, Feb. 13, 1871.
The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 13th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March.
A. E. DOUGHERTY,
2 13 m 5t Treasurer.

☞ THE ANNUAL MEETING OF THE STOCKHOLDERS of the CONNELLSVILLE AND SOUTHERN PENNSYLVANIA RAILWAY COMPANY will be held at the Office of the Company, No. 238 S. THIRD Street, on WEDNESDAY, March 1, at 12 o'clock M., when an election will be held for a President and twelve Directors to serve the ensuing year.
CHARLES WESTON,
Secretary.
Philadelphia, Feb. 15, 1871. 2 15 wst*

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 2 1 tuths†

☞ DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17§

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

SPECIAL NOTICES.

☞ REDEMPTION OF CIVIL BONDS OF 1860.
STATE OF CALIFORNIA, TREASURY DEPARTMENT, SACRAMENTO, February 1, 1871.
Whereas, There is on this day in the State Treasury the sum of twenty-eight thousand ($28,000) dollars which, under the provisions of an act of the Legislature of said State entitled "An act to provide for the paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 30, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice is hereby given that
SEALED PROPOSALS
for the surrender of said Bonds will be received at this Department for the amount above specified until the
10TH DAY OF APRIL, 1871,
at 11 o'clock A. M.
No bid will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be indorsed "Sealed Proposals for the surrender of Civil Bonds of 1860."
Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption.
A. F. CORONEL,
2 14tuths t4 10 State Treasurer.

☞ REDEMPTION OF STATE BONDS.
STATE OF CALIFORNIA, TREASURY DEPARTMENT, SACRAMENTO, Feb. 1, 1871.
Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand ($250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An Act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 28, 1867; and also under the provisions of an act amendatory of said act, approved April 27, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is hereby given that
SEALED PROPOSALS
for the surrender of said Bonds will be received at this Department for the amount above specified, until the
10TH DAY OF APRIL, A. D. 1871,
at 11 o'clock A. M.
No bids will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be marked "Sealed Proposals for the Redemption of Civil Bonds of 1857."
Said bonds must be surrendered within ten days after the acceptance of the proposals for their redemption.
A. F. CORONEL,
2 14 tuths t 4 10 State Treasurer.

☞ NOTICE TO STOCKHOLDERS.—CHICAGO AND ALTON RAILROAD COMPANY.
SECRETARY'S OFFICE, CHICAGO, ILL., February 8, 1871.
The stockholders of the CHICAGO AND ALTON RAILROAD COMPANY are hereby notified that a cash dividend of FIVE PER CENT., free of Government tax, has this day been declared on the Preferred and Common Stock of this Company, out of the earnings of the last six months, payable at the office of the Company's agents, Messrs. M. K. Jesup & Co., No. 12 Pine street, in the city of New York, on the 6th day of March next, to holders who are registered as such at the close of business hours on the 16th inst., at which time the transfer-books will be closed, and reopened for transfer on the 7th day of March next.
2 15 13 7 W. M. LARRABEE, Secretary.

☞ CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.
CLEVELAND, Ohio, Feb. 8, 1811.
The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WEDNESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M.
The transfer books will be closed from the evening of February 18 until March 2.
GEORGE H. RUSSELL,
2 9 3w Secretary.

☞ OLIVER AMES, PRESIDENT.
JOHN DUFF, Vice-President.
JOHN M. S. WILLIAMS, Treasurer.
E. H. ROLLINS, Secretary.
UNION PACIFIC RAILROAD COMPANY, SEARS' BUILDING (POST-OFFICE BOX No. 3877.) BOSTON, Feb. 4, 1871.
The annual meeting of the stockholders of the UNION PACIFIC RAILROAD COMPANY will be held at the office of the company in BOSTON, on WEDNESDAY, the 8th day of March, 1871, at 10 o'clock A. M., to elect officers for the ensuing year.
OLIVER AMES,
2 14 t3-8 President Union Pacific Railroad Co.

☞ CITY TREASURER'S OFFICE.
PHILADELPHIA, Feb. 2, 1871.
The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.
JOSEPH F. MARCER,
2 2 City Treasurer.

☞ DALZELL PETROLEUM COMPANY, Office No. 218½ WALNUT Street,
PHILADELPHIA, Feb. 14, 1871.
The Directors have this day declared a dividend of FIVE PER CENT. (being Ten Cents per share) on the capital stock of the company, payable, clear of State taxes, on the 1st of March, proximo. The Transfer Books will be closed from February 22 to March 2.
M. B. KELLY,
2 15 12t* Treasurer.

☞ TREASURER'S OFFICE, ST. JOSEPH and Denver City Railroad Company.
ST. JOSEPH, Mo., Jan. 28, 1871.
The interest and coupons due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, upon presentation and application, on and after that date, free of Government tax.
2 7 26t† THOMAS E. TOOTLE, Treasurer.

☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure the Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. (4 27 mwf§

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA,
COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.
The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes.
ALEX. W. WISTER,
1 2tf Secretary.

☞ INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.
For sale by Druggists generally.
R. & G. A. WRIGHT,
1 6 fmw26† No. 624 CHESNUT St., Philad'a.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
8 30 1f No. 116 MARKET St., General Agent.

☞ THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

☞ JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf§

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by
WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 13

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company
OF PHILADELPHIA
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.
DIRECTORS.

N. B. Browne,	Alexander Henry,
Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell.

Henry Pratt McKean. [5 13 fmw†

THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY,
OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET.
CAPITAL, $500,000.

FOR SAFE-KEEPING of GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.
The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.
All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.
All trust investmenes are kept separate and apart from the Company's assets.
Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins,	Benjamin B Comegys,
Lewis R. Ashhurst,	Augustus Heaton,
J. Livingston Erringer,	F. Ratchford Starr,
R. P. McCullagh,	Daniel Haddock, Jr.,
Edwin M. Lewis,	Edward Y. Townsend,
James L. Claghorn,	John D. Taylor,

Hon. William A. Porter.
OFFICERS.
President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary—R. P. McCULLAGH.
Treasurer—WM. L. DUBOIS. 2 3fmw§

FIRE AND BURGLAR PROOF SAFE

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A number of Second-hand Safes, of different makes and sizes, for sale VERY LOW.
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Choice New Crop Teas
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FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS,

Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.
Fine Old Mocha, Java, Laguayra, and Rio Coffees, at greatly reduced prices.
Owing to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.

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Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
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IMPORTERS OF
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MRS. R. DILLON
NOS. 323 AND 331 SOUTH STREET,
FANCY AND MOURNING MILLINERY, CRAPE VEILS.
Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

FOR SALE.

FOR SALE,
A NEW AND ELEGANT
BROWN STONE RESIDENCE,
East Side of Logan Square,
Three Doors above Sumner St.,
Replete with all modern conveniences,
WILL BE SOLD ON ACCOMMODATING TERMS.
POSSESSION AT ONCE. CAN BE SEEN AT ANY HOUR OF THE DAY. 2 11 tf

ELEGANT STORE FIXTURES,

With Marble Counters, Large Fire-proof, Desk Letter Press, etc., will be sold cheap for cash good trade.
No. 836 CHESNUT STREET, UNDER THE CONTINENTAL. 12 15 tf

TO INSURANCE COMPANIES, CAPITALISTS, AND OTHERS.
FOR SALE,
BUSINESS PROPERTY, No. 427 WALNUT STREET.
Four-story front, five-story double back buildings, occupied as offices, and suitable for an insurance company, 21 feet 9 inches front, 124 feet deep.
S KINGSTON McCAY,
2 18† No. 429 WALNUT Street.

GERMANTOWN.—FOR SALE, A DESIRable stone residence on Church lane, five minutes' walk from two stations. Modern conveniences. Twelve rooms. In excellent repair. Lot 100 by 235 feet.
Apply to WILLIAM H. BACON,
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REAL ESTATE AT AUCTION.

BLACK HAWK GOLD MINING COMPANY OF NEW YORK.
AUCTION SALE BY TRUSTEES.
Notice is hereby given that we, the undersigned, BENJAMIN WHITE and BERIAH WALL, of the City of Providence, in the State of Rhode Island, under and in execution of the powers in us vested by the deed of trust executed to us by said Black Hawk Gold Mining Company, bearing date on the twenty-eighth day of May, A. D. 1866, and duly recorded, will sell at PUBLIC AUCTION at the Exchange Salesroom, No. 111 Broadway, New York, on the eleventh day of May, 1871, at 12 o'clock noon, all the estate, lands, quartz lode mining claims, mines, minerals, mining rights and interests, lands and premises, shafts, levels, mills and millsites, stores, storehouses, dwellings, and other buildings and structures, water, water-powers, runs and falls of water, water-courses, and water-rights and privileges, water-wheels, flumes, ditches, furnaces, engines, steam-powers, tracts, machinery, retorts, tools and fixtures, and all other estate and property, real, personal, or mixed, of said Black Hawk Gold Mining Company, situate in the County of Gilpin, in the Territory of Colorado, and conveyed to us in and by the deed of trust aforesaid, and all the interest and title of said Company therein.
Reference is hereby made, as a part of this notice, and for a full description of said estate and property, to said deed of trust, which may be examined at the office of W. H. Whittingham, No. 11 Wall street, New York City.
Terms of sale will be made known at the time and place of sale. [2 15 taw t5 10
BENJAMIN WHITE, BERIAH WALL, } Trustees.

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms. Subject to a yearly ground rent of $63.
M. THOMAS & SONS, Auctioneers,
2 4 s3t Nos. 139 and 141 S. FOURTH Street.

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OVER FIVE MILLIONS ($5,000,000) OF DOLLARS WORTH OF PROPERTY IN THE UNITED STATES HAS ACTUALLY BEEN SAVED BY THE EXTINGUISHER

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CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement.
Our prices have been reduced, and the Machine is now within the reach of every property holder.
N. B.—One style made specially for private residences.

Union Fire Extinguisher Company
OFFICE, 11 28 stuttfrp
No. 116 MARKET STREET.

FINANCIAL.

Bowles Brothers & Co.,
PARIS, LONDON, BOSTON.
No. 19 WILLIAM Street
New York,
ISSUE
Credits for Travellers
IN EUROPE.
Exchange on Paris and the Union Bank of London.
IN SUMS TO SUIT. 1 17 3m

CITY OF BALTIMORE.

$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity. An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.
WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60tf Finance Committee.

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U. S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

EDUCATIONAL.

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Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvar College will begin June 29, at 8 A. M. The seco examination for admission to Harvard College, a the examinations for admission to the Scienti and Mining Schools, will begin September 28. T requisites for admission to the College have be changed this year. There is now a mathemat alternative for a portion of the classics. A circ describing the new requisites and recent exami tion papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three cour in 1870-71, of which twenty begin in the week F ruary 12-19. These lectures are intended for gra ates of colleges, teachers, and other compet adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address
J. W. HARRIS,
2 6 3m Secretary.

WASHINGTON COLLEGE,
VIRGINIA,
GENERAL G. W. CUSTIS LEE, PRESIDENT,
WITH FOURTEEN PROFESSORS.
The Spring Term of the present season begins on the
FIRST OF FEBRUARY.
The rearrangement of classes thus made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.
All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.
For further information, address
WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL
MERCHANTVILLE, N. J.,
Four Miles from Philadelphia.
The session commenced MONDAY, January 9, 1871.
For circulars apply to
3 21 1y Rev. T. W. CATTELL.

MAPLEWOOD INSTITUTE FOR YOUNG Ladies, Pittsfield, Mass. Long and widely-known for superior facilities and rare beauty of location. Board and English tuition, $150 for half year, commencing February 23. Special terms to clerical patrons and teachers.
2 15 1m† Rev. C. V. SPEAR, Principal.

H. Y. LAUDERBACH'S ACADEMY,
ASSEMBLY BUILDINGS,
A Primary, Preparatory, and Finishing School. Address Principal, No. 108 S. TENTH St. 2 11 1m

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON Street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

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ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

LITERATURE.

REVIEW OF NEW BOOKS.

—J. B. Lippincott & Co. send us the third and concluding volume of "The Earthly Paradise," by William Morris, published by Roberts Brothers. This volume contains six tales—"The Golden Apples," "The Fostering of Aslaug," "Bellerophon in Argos," "The Ring given to Venus," "Bellerophon in Lycia," and "The Hill of Venus"—with their prologues and epilogues, three short poems upon the winter months, an epilogue to the entire work, and "L'Envoi," addressed to the spirit of Geoffrey Chaucer, whom the modern poet recognizes as his master. Taking "The Earthly Paradise" as a consecutive work, it is one of the longest poems ever written, and it is certainly astonishing, considering its extreme length and the rapidity with which it must have been executed, that it is so uniformly good. Story-telling is undoubtedly not the highest form of poetical art, but in view of the moderate degree of success achieved by most of the poets of our day who have attempted great things, we can at least afford to give unqualified praise to a singer who is content with a lower niche in the temple of fame when his performances are so thoroughly delightful as those of Mr. Morris. The manner in which "The Earthly Paradise" is divided into twenty-four stories—or twenty-five if we include the beautiful prologue—renders it easy reading for those who would otherwise be appalled by its length; and the work, as it now stands complete and perfect, is a treasure house of delights for generations of lovers of poetry. There is no falling off in vigor or picturesqueness in the concluding volume of this great work, but, on the contrary, Mr. Morris displays a dramatic power in some of the autumn and winter stories which was absent from those contained in the first and second parts. Among the six tales contained in this last volume the palm must be given to the two upon the story of "Bellerophon," which indeed are to be considered as one poem. In these Mr. Morris has given a fresh interest to one of the most beautiful of the old Greek legends, and his "Bellerophon" is itself a work that would make the reputation of any poet. The most singular feature of this tale, as it appears in "The Earthly Paradise," is that no mention is made of the famous winged-horse Pegasus, which is such a prominent feature of the old Greek story. We are unable to account for this omission, and cannot but feel that, admirable as the "Bellerophon" of Mr. Morris is, it would have been better if he had followed the original legend more exactly. Next to the "Bellerophon" stories we rank the one entitled "The Hill of Venus," in which the beautiful "Tannhauser" legend is closely followed. The interview between the Pope and "Walter," as Mr. Morris styles his hero, is wonderfully dramatic, and in its intensity and pathos it proves that the writer has the ability to be something more than a story-teller, if he chooses. The other stories are fully up to the standard of those contained in the early portion of the work, that entitled "The Fostering of Aslang" being especially beautiful, while "The Ring given to Venus" is a really poetical version of a tale most abominably treated by Moore. There are a few verbal infelicities in the "Earthly Paradise," and Mr. Morris in this work, as in his "Jason," shows a remarkable predilection for the "wan" as a rhyme for a certain class of words, as "man," "can," etc. We cannot undertake to tell how often this word is repeated, but it cannot fail to strike the reader as being used far more frequently than there is any necessity for. It is remarkable, however, that there are so few indications of careless and hasty writing in a work like "The Earthly Paradise," which must have been written in haste. The versification is at all times easy, flowing, and graceful, and although the range of the work is of necessity limited, it is so perfect in its way that but little fault can be found with it. It would only imperfectly represent the merits of these poems to attempt to give any extracts from them, and those who have not already made the acquaintance of "The Earthly Paradise" in its earlier volumes may accept our assurance that there is a rare pleasure still in store for them, and that the three volumes which represent the finished work contain the means of pleasantly beguiling many leisure hours.

—From Smith & English we have received the following new books published by Roberts Brothers:—

"Roman Imperialism and other Lectures and Essays," by J. R. Seeley, M. A., author of "Ecce Homo," contains much interesting and practical matter in a limited space. There are three essays on Roman Imperialism entitled respectively "The Great Roman Revolution," "The Proximate Cause of the Fall of the Roman Empire," and "The Later Empire." This is a succinct account of the reasons for the rise and fall of the Roman Imperial system, and although there will perhaps be some who will not agree with all the views of the author, these three essays so admirably review the whole theory of Roman Imperialism that they cannot but afford some valuable hints to every student of history. "Milton's Political Opinions" and "Milton's Poetry" are discussed in two thoughtful and appreciative essays, and these are followed by dissertations upon the "Elementary Principles in Art," "Liberal Education in Universities," "English in Schools," "The Church as a Teacher of Morality," and "The Teaching of Politics." These essays are all admirable, but those on "Liberal Education in Universities," "English in Schools," and "The Church as a Teacher of Morality," are especially valuable. The views of Professor Seeley are practical and adapted to the advanced ideas of the day, without being in any way radical or destructive, and very much that he says about education is as well suited to this country as it is to England. The essay on "English in Schools," in particular, is one that should receive the thoughtful attention of all who are engaged in promoting the cause of education. The essay entitled "The Church as a Teacher of Morality" is a plea for more practical discourses from the pulpit, and urges strongly that it is the duty of clergymen, in the interests of religion and morality, to discuss the political topics of the day from a high Christian standpoint.

"Ad Clerum," by Joseph Parker, D. D., author of "Ecce Deus," is one of a class of books which followed in the wake of Professor Seeley's "Ecce Homo," and which endeavored to attract attention by imitating its title. The work before us, although its title is in bad taste, contains some excellent practical ideas and suggestions with regard to the duties and responsibilities of preachers, and it is worthy of a place in every clerical library.

—From Claxton, Remsen & Haffelfinger we have received "A Manual of Ancient History," by George Rawlinson, M. A. Published by Harper & Brothers. This work is a compendium of history from the earliest times to the fall of the Western Empire, and it comprises in brief the history of Chaldæa, Assyria, Media, Babylonia, Lydia, Phœnicia, Syria, Judæa, Egypt, Carthage, Persia, Greece, Macedonia, Parthia, and Rome. This work, in its general arrangement and in its general completeness, is decidedly the best manual of ancient history that has yet been published, and it will be equally valuable as a text-book for schools or as a work of reference for students and general readers.

—T. B. Peterson & Brothers send us the "people's edition" of "Edwin Drood," to which is appended the series of sketches entitled "Master Humphrey's Clock," which are suppressed in most editions of Dickens works, but which contain many quaint fancies the world does not care to lose.

—T. Ellwood Zell sends us No. 55 of "Zell's Popular Encyclopedia," which comes down to the title "Thrush." A few more numbers will complete this valuable work.

NEWS SUMMARY.

City Affairs.

—The Horticultural Society held their monthly display of fruits and flowers in the hall last evening.

—The executive committee to prepare for receiving subscriptions in aid of the French yesterday afternoon issued a circular to the people of Philadelphia appealing to their generosity in this humane cause.

—The banks are to be connected by telegraph with the Central Station on the payment of an annual license of $25.

—Dr. John Gegan, of this city, died in Dublin, Ireland, yesterday.

—The following gentlemen have been elected directors of the Mercantile Library:—Richard Wood, T. Morris Perot, A. J. Fish, W. D. Gemmill, Oliver Evans, Edward Bains

Domestic Affairs.

—President Grant yesterday signed the bill to provide a government for the District of Columbia.

—The New York detectives arrested a man last night supposed to be one of the Kensington Bank robbers.

—George S. Woods, the newly appointed Governor of Utah, arrived at Salt Lake City on Monday night.

—Governor Randolph, of New Jersey, has signed the resolution ratifying the Fifteenth Amendment.

—The carnival festivities in Washington closed yesterday afternoon, and in the evening there was a general illumination of Pennsylvania avenue.

—Edward H. Simmons, the engineer killed at the New Hamburg disaster, was buried yesterday from the Episcopal Church of the Holy Apostles in New York city.

—The British steamer Zoe, from Boston, bound to France, with provisions contributed by American citizens, was wrecked on Monday night, on Bell Rock, near Halifax.

—The people of San Francisco and its immediate vicinity were greatly frightened on Monday evening by a terrific storm, which was accompanied by heavy thunder and vivid lightning. Several lives are reported as having been lost.

Foreign Affairs.

—Bismarck is said to be pressing for peace.

—Paris is fast assuming its former appearance.

—Food is becoming plenty and cheap in Paris.

—Thiers is said to be willing to conclude peace on Bismarck's terms.

—The Crown Prince of Prussia has returned to Versailles after a short absence.

—Queen Maria Victoria of Spain is hopelessly ill, and has received the last sacraments.

—A Paris despatch says that the German terms will be accepted without modification.

—The people of Santiago de Cuba have, within the past few days, experienced severe shocks of earthquake.

—The National Guard of Paris is to be dissolved and thoroughly remodelled before the Germans enter the capital.

—Alencon having refused to pay fresh contributions demanded by the Germans, its mayor, with ten councillors, were taken as hostages.

—There are a number of rumors relative to the extension of the armistice, and it is probable that it will be extended until the first day of next month.

—The political complexion of the French National Assembly is said to be four hundred monarchists against three hundred of all other parties, the former being greatly divided in sentiment.

—Russia has ordered reports to be made by its agents of the sanitary condition of the countries affected by the late war, so that it may adopt the proper precautions against the ravages of epidemics.

THE CHICAGO ELEVATOR MONOPOLY.

Important Decision.

The Chicago *Times* says of a subject that will interest Eastern grain dealers:—

"The decisions of the Supreme Court of Illinois, in the two 'elevator' cases that have been pending for some months, are chiefly important in lighting the way of the General Assembly to proper and effective legislation upon the great warehouse-monopoly wrong. The principle involved was the same in both cases, and comprehended the right of a shipper of grain to consign his shipment to whomsoever he would, and the duty of a railway company to deliver it at the warehouse of such consignee if the same be accessible by a railway track owned or commonly used, or which of right may be used, by the railway company.

"In the case against the Northwestern Railway Company, the decision affirms the obligation of the company to deliver grain shipped in bulk and consigned to the Illinois river elevator, situated on a track which is owned and used jointly by the Northwestern and the Pittsburg and Chicago companies.

"In the case of the proprietor of the same elevator against the Chicago and St. Louis Railway Company, the decision is a refusal to affirm such obligation of the railway to deliver grain to the said elevator, because it appears from the evidence that the track of the St. Louis Railway termidates at the south line of Madison street, and that, although there is a switch connecting it with the Northwestern and Pittsburg Companies' track north of Madison street, by which its cars could be moved to said elevator (only about five hundred feet distant), yet it has no lawful right to use any portion of said track, and does not use it unless occasionally by special courtesy. This point, however, does not appear to be quite free from doubt, and three of the judges give dissenting opinions upon the point, holding that the proofs of the actual use of said track north of Madison street by the St. Louis company are sufficient to establish a common user, and therefore the obligation to deliver grain consigned to the Illinois river elevator, and, if not, that then the railway must deliver on its track or side track at the nearest point to the consignee, allowing a reasonable time for the removal of the grain from its cars at that point.

"As regards the point of public interest, these minor details in this particular case are of secondary importance. The decision, in both cases, affirms the law of common and equal rights against the assumed special and exclusive rights and usurped powers of the elevator ring. It clears all legal and sophistical rubbish out of the way, and leaves a straight and plain road for the action of the General Assembly."

PROPOSALS.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.
NEW YORK CITY, Feb. 2, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—

300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end.
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,600 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ½-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
250 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2-pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
108 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
2,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BERNS,
2 7 tm 4† Chief C.S. Department of East.

ENGINEER OFFICE,
FIFTH LIGHTHOUSE DISTRICT,
BALTIMORE, Md., Feb. 7, 1871.
TO IRON MANUFACTURERS.

SEALED PROPOSALS, in duplicate, on forms furnished for the purpose by the Lighthouse Board, will be received at this office until 12 o'clock M. on WEDNESDAY, March 8, 1871, FOR BUILDING TWO SCREW-PILE LIGHTHOUSES, one at BENONIS POINT, Choptank river, Md., in about eleven-feet water, and the other at LOVE POINT, head of Kent Island, mouth of Chester river, Md., in ten-feet water, according to the plans and specifications for the same, which can be had, together with such other needful information, on application to this office.

The Lighthouses will be built on wooden piles, surmounted by cast-iron sleeves, in a manner similar to certain other lighthouses in this district.

Proposals may be made for either or both Lighthouses, but the bids must state the price for each single structure.

Each bid must be accompanied by a written guarantee in the sum of one thousand dollars from two responsible parties, that in case the bid is accepted the bidder will within ten days thereafter enter into a contract on the terms of his bid. The Government reserves the right to reject any or all bids.

Proposals will be endorsed "Proposals for Building Screw-pile Lighthouses at Benonis Point, Choptank river, Md., and Love Point, Kent Island, Chesapeake Bay, Md.," and addressed to the undersigned.

PETER C. HAINS,
2 9 2tf Captain of Engineers, Lighthouse Engineer, Fifth District.

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.

POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 23 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.
2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.
2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.
2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.
2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.
2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.
2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.
2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.
2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.
2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.
2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.
2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.
2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.
2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.
2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.
2647 From Millerstown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.
2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.
2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7:30 A. M.;
Arrive at Newport by 10:30 A. M.
2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.
2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.
2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.
2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11:30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2:30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.
2654 From Russell Hill to Kelserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.
2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.;
Arrive at Phœnixville by 8:30 A. M.
2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.
2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.
2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.
2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.
2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.
2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 2 eod tM1 Postmaster-General.

TO CONTRACTORS AND BUILDERS.—Sealed Proposals, endorsed "Proposals for Building an extension to a Public School-house in the Tenth Ward," will be received by the undersigned, at the Office, S. E. corner of SIXTH and ADELPHI Streets, until THURSDAY, February 23, 1871, at 12 o'clock M., for building an extension to a Public School-house, situate on Race street, below Fifteenth, in the Tenth ward, said extension to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be received unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.

The contract will be awarded only to known master builders.

By order of the Committee on Property.
H. W. HALLIWELL,
2 13,16,20,23 Secretary.

OFFICE POST QUARTERMASTER,
FORT MONROE, Va., Feb. 13, 1871.

Will be sold at public auction, at Fort Monroe, Va., on the 15th day of March, 1871, at ten (10) o'clock A. M., about eleven thousand two hundred and fifty (11,250) yards "T" RAILROAD IRON (worn), together with a number of FROGS and HAIRS.

Property to be removed at expense of purchaser, within a reasonable time.

A deposit of ten (10) per cent. will be required upon acceptance of bid. Terms cash.

By order of the Secretary of War.
JAMES CURRY,
2 14tuthstm'5t Lieutenant and A. A. Q. M.

SALE OF PUBLIC BUILDINGS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE,
SAN ANTONIO, TEXAS, Dec. 6, 1870.

Will be sold at public auction, at Galveston, Texas, on WEDNESDAY, March 1, 1871, commencing at 10 o'clock A. M., EIGHTEEN FRAME BUILDINGS, the dimensions of which can be ascertained on application to Lieutenant W. O. Cory, Acting Assistant Quartermaster.

Terms cash, in United States currency.
2 10 t mar 1 JAMES A. EKIN,
Chief Quartermaster Department Texas.

QUARTERMASTER'S OFFICE, U. S. A.,
PHILADELPHIA, Pa., Feb. 17, 1871.

Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on FRIDAY, March 17, 1871, for building a Brick or Stone Wall around the Richmond, Va., and Wilmington, N. C. National Cemeteries.

Forms for proposals, and specifications, furnished upon application to this office.

HENRY C. HODGES,
2 17 6t Major and Quartermaster, U. S. A.

CHIEF QUARTERMASTER'S OFFICE.
OMAHA, Nebraska, Feb. 1, 1871.

There will be sold at public auction, at Fort McPherson, Nebraska, on MONDAY, March 6, 1871, a lot of condemned Quartermaster's Stores, Grain, and Clothing; and at North Platte, Nebraska, on TUESDAY, March 7, 1871, 37 condemned cavalry horses.

Terms:—Cash in Government funds.
ALEX. J. PERRY,
Chief Quartermaster Dept. Platte,
2 10 tM 6 Brevet Brigadier-General, U. S. A.

LEGAL NOTICES.

DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.
IN BANKRUPTCY.

In the matter of CHARLES FELDSTEIN, Bankrupt.

EASTERN DISTRICT OF PENNSYLVANIA, SS.:

A warrant in bankruptcy has been issued by said Court against the estate of CHARLES FELDSTEIN, Philadelphia, of the county of Philadelphia and State of Pennsylvania, in said district, who has been duly adjudged bankrupt, upon petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt to him or to his use, and the transfer of any property by him, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of his estate, will be held at a Court of Bankruptcy to be holden at No. 32 South THIRD Street, Philadelphia, in said district, on the SEVENTH day of March A. D. 1871, at 4 o'clock P. M., at the office of JAMES PARSONS, Esq., one of the Registers in Bankruptcy in said district.

E. M. GREGORY,
2 14 tuths 13 7 U. S. Marshal for said District.

DEPARTMENT OF HIGHWAYS.
—OFFICE OF CHIEF COMMISSIONER,
No. 104 SOUTH FIFTH STREET.
PHILADELPHIA, Feb. 6, 1871.

NOTICE.

In accordance with the provisions of an Ordinance of Councils, approved April 24, 1868, notice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6, 1871. All persons having claims for labor done or materials furnished for said sewer are requested to present the same for payment on or before 12 o'clock M. of MARCH 6, 1871.

MAHLON H. DICKINSON,
2 8 wmfM5 Chief Com'r of Highways.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of MARY BOWMAN, deceased.

The Auditor appointed by the Court to distribute the funds in the hands of the administrator of said estate among those who are entitled to the same, will meet the parties interested for the purpose of his appointment, at his office, No. 210 WEST WASHINGTON Square, on FRIDAY, March 3, 1871, at 4 o'clock P. M.

GEO. L. CRAWFORD,
2 22 wfm 5t* Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of COLLINS RIGG, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the second account of JOHN DAWSON and WILLIAM DAWSON, executors of COLLINS RIGG, deceased, as to proceeds of sale of real estate of decedent, sold under proceedings in partition, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his appointment on FRIDAY, March 3, 1871, at 12 o'clock M., at his Office No. 131 S. FIFTH Street, in the city of Philadelphia. 2 17fmw 5t

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of DENNIS CANNON, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of FRANCIS CONWAY and JOHN DEVINE, Executors of Dennis Cannon, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment on THURSDAY, March 2d, A. D. 1871, at 4 o'clock P. M., at the Office of HENRY M DECHERT, Esq., No. 209 S. FIFTH Street, in the city of Philadelphia. 2 20 mwst*

AMUSEMENTS.

WALNUT STREET THEATRE.—THIS, WEDNESDAY, Feb. 22,
TWO PERFORMANCES.
WASHINGTON'S BIRTHDAY.
EDWIN ADAMS AS ROBERT LANDRY
In the THE DEAD HEART.
WEDNESDAY EVENING, at 7:45,
NARCISSE THE VAGRANT.
EDWIN ADAMS as NARCISSE.
To conclude with JESSIE BROWN; OR, THE SIEGE OF LUCKNOW.
THURSDAY—EDWIN ADAMS in the MARBLE HEART.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8 o'clock.
HOUSES PACKED TO THE ROOF.
THIRD NIGHT OF STUART ROBSON.
THIS (Wednesday) EVENING, Feb. 22,
THREE GLORIOUS PIECES.
HAMLET,
JONES' BABY, and
BLACK-EYED SUSAN,
STUART ROBSON IN THREE CHARACTERS.
FRIDAY—BENEFIT OF STUART ROBSON.
MONDAY NEXT—LOTTA.

CHESNUT STREET THEATRE.
E. L. DAVENPORT.....Lessee and Manager
THIS (Wednesday) EVENING, Feb. 22,
BLACK-EYED SUSAN,
A DEAD SHOT,
BLANCHE OF BRANDYWINE.
E. L. DAVENPORT
AND STAR COMPANY WILL APPEAR.

AMERICAN MUSEUM AND MENAGERIE
Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.
The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.
Admission to all the Attractions, 25 cents. 1 19 tf

FOX'S NEW AMERICAN THEATRE, CHESNUT Street, above Tenth,
AMUSEMENTS OF ALL NATIONS.
EVERY EVENING
And SATURDAY MATINEE.
GREAT CONGRESS OF STARS.
Comprising the best artists in the country, who appear in Grand Ballets, Dutch Comedy, Local Sketches, Minstrelsy, Ethiopian Acts, Farce, Comic Vocalism, Pantomime, etc.

ASSEMBLY BUILDINGS.
THE WONDERFUL
TWO-HEADED GIRL COMBINATION
have been induced to stay ONE WEEK LONGER (ONLY), to give THE THOUSANDS who have been unable, or declined to visit the receptions in consequence of the crowd, an opportunity to attend.
Receptions from 2 to 5 and 7 to 10 P. M.
Admission, 35 cents; Children, 25 cents. 2 14 3t*

AMERICUS, THE WONDERFUL CHILD Violinist, will appear in the Star Concerts, at CONCERT HALL, commencing next MONDAY, February 27. Admission, 50 cents; Secured Seats, 75 cents. Sale commences Thursday next. 2 20tf

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMO

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

WEDNESDAY, FEBRUARY 22, 1871.

☞ THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. Last March we entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American, Inquirer, Ledger, Press, Age, Record*, and *German Democrat*, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

THE hungry Parisians are once more regaling themselves on the good things of life. The transition from scant market supplies of rat, cat, dog, and horse-meat to choice veal, mutton, and beef can be more readily imagined than described, and in no place will it be more keenly enjoyed than in the epicurean capital of France. Even the mortification of a triumphant entry of the German army will be palliated by the consciousness that it brings with it peace and plenty as successors of destructive war and starvation.

SENATOR CAMERON, after repeated efforts, has had to-day set apart for the consideration of the bill providing for a grand national industrial exposition at Philadelphia in 1876. We hope he may be successful in securing the passage of this measure in spite of the petty opposition of the New York Senators. If Congress acts fairly and liberally in this matter, Philadelphia will present during the centennial the grandest and noblest spectacle ever witnessed on this continent.

THE companions of the commission sent down to Dominica are Americanizing the island at a two-forty pace. They have already held a mass meeting, at which Fred Douglass told a sable audience what splendid things had been done for their race in the United States, while General Franz Sigel (though a misapprehension) made a speech in the good old language of the Fatherland, of which his hearers did not understand one word. To make amends, however, on discovering his mistake, he repeated his remarks in English and Spanish, so that the Dominicans are being wrapped up in the Star-spangled Banners in first-rate polyglot style.

SECRETARY SEWARD, after a narrow escape from assassination at Washington, has lately encountered in the Flowery Kingdom a perilous attack from a band of heathen Chinee. Our veteran statesman should be warned by this outbreak, of the danger of climbing up foreign hills to see pagodas, and think seriously of quickly retracing his wandering steps homeward, and commit to memory Bret Harte's "Heathen Chinee," so that he may end his days, serenely and peacefully, at "sweet Auburn, loveliest village of the plain."

IT APPEARS by a discussion in the New Dominion Parliament that one of the questions likely to arise before the American and British treaty commissioners is the validity of the Fenian-raid claims. The Kanucks, not satisfied with the efforts of our Government to protect them from the Fenian soldier-boys, insist upon making us pay heavy damages for the invasion of their sacred soil and for the expenses they incurred by their scare. If such claims are to be advanced, our Government should, in turn, demand exemplary damages for the St. Alban's raid, and for the aid and comfort given in Canada to secesh conspirators during the Rebellion.

THE QUEEN OF SPAIN.—A cable telegram brings us the sad intelligence that the young Queen of Spain lies hopelessly ill at Alassio, a small Mediterranean seaport near Genoa, and that her condition is so critical that she has received the last sacrament, a report being prevalent last night that her death had already occurred. The young Queen, Maria Victoria Carlotta Henrietta Gianna, is the daughter of the late Prince Charles Emanuel del Pozzo della Cisterna, and was born on the 9th of August, 1847, being not quite two years younger than King Amadeus, to whom she was married on the 30th of May, 1867. Both her parents have died within a few years past. At the time of her marriage to King Amadeus, then simply a Prince of the House of Savoy, without any brilliant prospects in the world, there was considerable surprise, inasmuch as she was the daughter of a mere subject. But her father had been one of the wealthiest men in Italy, and the royal match was therefore not altogether an objectionable one. When Prince Amadeus set out from Florence for Madrid to receive the crown of Spain, the Queen remained behind, but a short time since started to join her husband, and had reached Genoa when she was overtaken by the illness that is almost certain to prove fatal. Later despatches confirm the hopelessness of her case, and the career of the new King is likely to be clouded at the outset by a great domestic bereavement. There is living, however, an heir to the Spanish sceptre, a young prince scarcely two years old.

THE NATIONAL RAILWAY.

IN 1867 the New Jersey Legislature passed an act incorporating the Hamilton Land and Improvement Company, one of the sections of which authorized the laying of rails to connect with any other railroads then in existence or with any new road that might be built. The stockholders of this company within a comparatively recent period became interested in the National Air-line Railway project, and so soon as the proposition to construct this road began to be agitated the Hamilton Land and Improvement Company began to be the object of the enmity of the Camden and Amboy Company, and all of its powerful influence has been brought to bear upon the New Jersey Legislature to procure from it such action as will prevent the National Road from using the seven miles of track built under the charter of the Hamilton Company. The theory is that legislatures represent the people, and that the laws which they enact are for the public benefit, and not for the mere pecuniary profit of a few individuals. How much the practice differs from the theory in the Legislature of this State our readers are well aware, and there is abundant evidence that the New Jersey lawmakers are not behind our own in their willingness to lend themselves to corrupt bargains. The Camden and Amboy Road, for the purpose of embarrassing if not of wholly destroying the National Air-line enterprise, has brought a strong pressure to bear upon the New Jersey Legislature, and a bill was introduced a few days ago to repeal the section of the charter of the Hamilton Land Company which gave it the right to construct and use the seven miles of road in question. The real reason for this measure is obvious, but the assigned reason is that it is unusual to grant a land company the right to build a railroad. That the friends of the Camden and Amboy now in the Legislature are not able to make a better argument than this shows how feeble their moral position is, and that they imagine themselves powerful enough to carry their point by force in spite of right and justice. That it is not unusual, at least in New Jersey, to grant such a right is proved by the fact that the Hoboken Land Improvement Company, an enterprise inaugurated under Camden and Amboy auspices, built a road from Hoboken to Newark, and other land and improvement companies have done the same thing.

A great number of the citizens of New Jersey are strongly in favor of the National Air-line Road, as they consider that it will exert a powerful influence in promoting the prosperity of the State, and the Legislature, independently of every other consideration, will undoubtedly not represent public opinion if it favors the repealing bill above referred to. The City Councils of Trenton and the Trenton Board of Trade have both passed resolutions protesting with energy against the proposed action of the Legislature, and the Board of Trade of Trenton has appointed a committee to represent its views before the Legislature. The resolutions passed by the Board of Trade of Trenton say that the citizens are generally in favor of a competing railroad line between that city and New York and Philadelphia, and that the Legislature is earnestly asked not to pass the bill now before it for the repeal of the ninth section of the charter of the Hamilton Land and Improvement Company. In the meeting at which the resolutions were passed, it was stated that the proposition to repeal was unsupported by a single petition, and it was denounced as an outrage without a parallel. That a competing railroad will greatly benefit the State of New Jersey none can doubt; and it will certainly be an outrage of the first magnitude if an enterprise of the importance of the National Air-line Railway is defeated merely for the sake of allowing a rival corporation to enjoy a permanent monopoly.

THE FRENCH MINISTRY.

M. Buffet, the New Minister of Finance—His Career and Public Policy.

In completing his Ministry by calling M. Buffet to the Department of Finance, M. Thiers has greatly strengthened his position at the head of the new Government of France. The new Minister is a man of sterling ability and great distinction, one who has taken an active part in the political revolutions of the country since the fall of Louis Philippe.

Louis Joseph Buffet was born at Mirecourt, in the Vosges, in the year 1818. Until the revolution of 1848 he was a lawyer, enjoying a lucrative practice in his native place, but was little known in politics. He was, however, quite popular with the people and the active part he took in the events which culminated in the overthrow of Louis Philippe recommended him to public favor, and he was elected to the Legislative Assembly for the Vosges by 73,761 votes. Although an openly declared enemy to socialism and inclined to favor the Orleans dynasty, being opposed to the revolution of 1848, M. Buffet gave in his adhesion to the republican constitution and supported General Cavaignac for the Presidency. On the election of Louis Napoleon he acquiesced in the decision of the people, and after the retirement of M. Bixio accepted the portfolio of Minister for Commerce and Agriculture. As such and as a representative in the Legislative Assembly his course conformed to the views of the "party of order;" but as he refused to adopt the political ideas which held sway at the Palace of the Elysees he retired from the Ministry, with M. Odillon Barrot, on the 31st of October, 1849. Re-elected to the Assembly from the Vosges, he became one of the most conspicuous members in the important sessions that followed. In 1850 he was appointed a member of the committee charged, with M. Baroche, to consider the project for electoral reform. After the crisis of 1851, which preceded the *coup d'etat*, he re-entered the Parliamentary Cabinet as a representative of the ideas of the majority, but soon after retired with his colleagues because of his inability to support the measures of the President. So highly was he esteemed by Napoleon that, notwithstanding their disagreement, some days following his resignation he was decorated with the Cross of the Legion of Honor.

Upon the final establishment of the Second Empire, M. Buffet withdrew from all participation in public affairs, and lived in retirement until 1869, when he again appeared before the public as a successful candidate for the Corps Legislatif. He was elected as a moderate liberal, but so tempered his opposition to the Emperor that, when the Cabinet crisis of December, 1869, terminated in the overthrow of the irresponsible ministry, he was at once fixed upon by the Emperor and M. Ollivier as a member of the new ministry. But when portfolios were first tendered him and Count Napoleon Daru, as the recognized leaders of the Left Centre, they declined, and it was not until after the lapse of several days, and when the effort of Ollivier to form a ministry was almost on the point of failure, that they finally consented. On January 3 the *Journal Officiel* announced the completion of the new ministry and the appointment and acceptance of M. Buffet to the Department of Finance. Through all the stormy period which followed, M. Buffet remained in harmony with his colleagues until the announcement of the determination of the Emperor for a *plebiscitum* on the question of liberalizing the Constitution. The Left Centre demanded that any appeal to the people, excepting one relating exclusively to a question of dynasty, should first be submitted to the Senate and Corps Legislatif for approval. Their leaders were not opposed to the plebiscitarian principle, but they regarded the previous approval of the chambers as essential to the success of the pure parliamentary system, on a true democratic basis, and believed the course of the Emperor would operate as a check to the principle of a responsible ministry which had just been inaugurated, ostensibly, under the leadership of M. Ollivier. When, however, the question was presented directly to the Corps Legislatif, on the 5th of April, the policy of the Emperor and the majority of the Ollivier Ministry was sustained by a vote of 227 to 43. On April 11, M. Buffet withdrew from the Ministry, to be followed in a few days by Count Napoleon Daru, the Minister of Foreign Affairs, and the specious attempt at a responsible parliamentary government was practically at an end. From that time forward to the outbreak of the war with Prussia, the Ollivier administration was liberal in name alone.

During the exciting scenes of last summer M. Buffet remained comparatively inactive, but he once more emerges from obscurity to assume a leading position in the conduct of affairs. Although he has supported both the Republic and the Empire in turn, he is an Orleanist at heart, has always been a warm friend and faithful adherent of M. Thiers, and may be expected to exert all his influence in behalf of the restoration of the House of Orleans to the throne.

THE BRAVE ENGINEER.

Funeral of "Doc." Simmons.

The funeral of Edward H. Simmons, the brave engineer who lost his life at New Hamburg, took place at noon to-day at the Church of the Holy Apostles, corner of Ninth avenue and Twenty-eighth street. Long before the hour announced for the services to take place, the friends of the deceased assembled in the church, and when the services commenced every seat was filled. The remains were dressed in robes of black merino, and were remarkably well preserved. They were encased in a handsome rosewood casket, with silver plate and mountings. The plate bore the following inscription:—"Edward H. Simmons, died February 6, 1871, aged 36 years." A number of rosettes and crosses of immortelles were placed on the casket. The full Episcopal service was performed, the Rector, Rev. Dr. Lundy, officiating, assisted by Rev. Dr. Louis. The chief mourners were his widow and child, father, brother, and their families. At the conclusion of the service the body was placed in the vestibule of the church, and an opportunity was given for the friends to take their last look. The pall bearers were Nicholas Tallan, with his head bandaged, the fireman who jumped from his engine; H. B. Milliken, William Baird, William Hildreth, William Russell, M. Murphy, John Murphy, and Nathaniel Sawyer. The remains were taken to Trinity Cemetery and placed in the vault. A large number of the employes and officers of the road were present.—*N. Y. Commercial, last evening.*

NOTICES.

OVER THE RIVER.—Camden is profoundly aroused over the election of a Mayor, whose term of office, under the new charter, lasts for three years. The new city has eight wards.

Among the candidates favorably named is our old friend Colonel James M. Scovel, who seems to deserve and enjoy the confidence of the Republican party, of which he is a member. His popularity is not confined to his own State. Some of his speeches, long ago, gave him a national reputation.

There is a great work to be done in a city like Camden, to liberalize some of its institutions, the ferries, for example.

And we know no man with more tact, added to an energy perfectly astonishing, than Mr. Scovel. Camden must, from its numerous railroads, and from the overcrowding of Philadelphia, become a great, populous, and prosperous city, and we believe the HON. James M. Scovel will make a Mayor of whom the people may be proud.

GOOD ALL-WOOL CLOTHING,
GOOD ALL-WOOL CLOTHING,
FOR MEN AND BOYS.
SPLENDIDLY MADE OVERCOATS,
SPLENDIDLY MADE OVERCOATS,
AT WANAMAKER & BROWN'S,
BEAUTIFUL STYLISH SUITS,
BEAUTIFUL STYLISH SUITS,
OAK HALL.
EVERYTHING NEEDED IN THE WARDROBE OF ANY GENTLEMAN.
THE LARGEST CLOTHING HOUSE IN AMERICA.
WANAMAKER & BROWN'S
OAK HALL,
S. E. COR. SIXTH AND MARKET STS.

CHESNUT STREET SKATING RINK, TWENTY-THIRD AND CHESNUT STREETS.
ICE IN SPLENDID CONDITION.
ELEGANT SKATING ALL DAY.
THIS (Wednesday) AFTERNOON, Feb. 22,
CURTIS AND SWIFT,
THE CHAMPION SKATERS,
will appear in their wonderful single and double performance, executing over 500 different movements.
FRANK SWIFT as
"TOODLES ON ICE."
CALLIO CURTIS in his
"GREAT NOVICE ACT."
THIS EVENING,
positively last appearance of Curtis and Swift in their Grand Skating Match for the
CHAMPIONSHIP OF AMERICA and
DIAMOND MEDAL.
FULL BAND OF MUSIC THIS AFTERNOON.
FULL BAND OF MUSIC THIS EVENING.
No postponement on account of change in the weather. Admission as usual.
1 1 J. A. PAYNE & BRO.

SEWING MACHINES.

THE
WHEELER & WILSON
SEWING MACHINE,
For Sale on Easy Terms.
NO. 914 CHESNUT STREET.
4 mwf PHILADELPHIA.

CLOTHING.

OFF! OFF! OFF WITH IT!
Off at any Price!
For very soon we must make room for our splendid Spring Stock!
Great Brown Hall.
While there is yet a chance for
Winter Bargains,
Come and get them!
Now is your opportunity!
CHEAP! CHEAPER! CHEAPEST!
AT
ROCKHILL & WILSON'S,
603 and 605 CHESNUT STREET.

HABILLEMENTS
No. 824 CHESNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA: PA.

1871. SPRING. 1871.
OUR NEW STOCK
Is now rapidly coming in,
And is replete
With striking beauties of
Design and Color,
Every desirable style of goods
In the market
Being represented liberally
In our
ASSORTMENT.

GLOVES.

$1 FOR THE "JOSEPH" KID GLOVE.
BEST $1 GLOVE IN THE WORLD.
At $1, "Joseph" Opera and Party Shades.
At $1, "Joseph" new Spring Shades.
At $1, "Joseph" best $1 Glove imported.
At $1·25, the celebrated "La Belle" Glove.
At $1·25, the most beautiful Shades for evening.
At $1·25, "La Belle," White, Opera and Party Shades.
At 75 cents, a job lot White Kid Gloves.
At 50 cents, the balance of our Soiled Gloves.
At 25 cents, Ladies' Cloth Gloves.
At 25 cents, Ladies' Plush Lined Gloves.
At 18 cents, Children's warm Gloves, 2 pairs, 25c.
At $1, Children's Party Shades Kid Gloves.
At $1, Children's White Kid Gloves.
At $1 50, Gents' White and Party Shades Kid Gloves.
At $1 50, Gents' Kid Gloves, all colors.
At 25 cents, Gents' English Half Hose, regular made.
At 25 cents, Ladies' Full Regular Made Hose.
At 50 cents, Gents' Scarfs, worth $1; half price.
At 64 cents Gents Scarfs, worth $1·25; half price.
At Old Prices Shirt Fronts, of our own make.
At less than wholesale prices, White Piques.
5000 yards Hamburg Edging and Inserting, much below regular prices, at
BARTHOLOMEW'S
2 22 wstf No. 23 North EIGHTH Street.

FURNITURE, ETC.

HOVER'S
PATENT SOFA BED.
In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHER'S, and at the Manufactory, No. 230 South SECOND Street.
This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very unsafe and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.
H. F. HOVER,
No. 230 SOUTH SECOND STREET,
12 2 tuf2Strp PHILADELPHIA.

SPECTACLES.
MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS
AT REDUCED PRICES.
JAMES W. QUEEN & CO.,
7 30 mwf4p] No. 924 CHESNUT Street, Philada.

JUST RECEIVED, A LARGE Assortment of the Latest Styles COPYING PRESSES.
WM. M. CHRISTY,
Stationer,
No. 127 S. THIRD Street.
Opposite Girard Bank.
2 22 wfm

WILLIAM H. OAKFORD,
HATTER,
No. 913 CHESNUT STREET.
Patronage respectfully solicited. 2 5 fmw12t

COOPER & CONARD

White Swiss Overskirts, $5.
White Swiss Overskirts, $7·50.
White Swiss Overskirts, $12·50.
Ladies' Ready-made Wrappers.
Ladies' Ready-made Suits.

LADIES' UNDERWEAR.
LADIES' UNDERWEAR.
LADIES' UNDERWEAR.

Night Dresses, Drawers, Chemises.
Night Dresses, Drawers, Chemises.
Night Dresses, Drawers, Chemises.
Call and see our second-story Display.
The Dress, Underwear, Cloak, and Shawl Room
Is full of Attractive Novelties.

ALPACAS, MOHAIRS.

31 cent Black Alpacas.
37½ cent extra good Black Alpacas.
44 cent superior Black Alpacas.
50 cent can't be excelled.
56 cent still better Black Alpacas.
62½ cent finest Black Alpacas.
75 cent extra good Black Mohairs.
87½ cent fine Black Mohairs.
$1 finest Black Pure Mohairs.
$1·25 an extra grade Black Mohairs.
N. B.—The above in Blue and Jet Black.
N. B.—The assortment is entirely new.
N. B.—The prices are all much lower.
N. B.—The stock comprises eight cases.

COOPER & CONARD
S. E. CORNER NINTH AND MARKET STREETS.

PIANOS.

Steinway & Sons'
Grand Square and Upright Pianos.
Special attention is called to their new
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.
CHARLES BLASIUS,
WAREROOMS,
No. 1006 CHESNUT STREET,
9 13 tfrp PHILADELPHIA.

PIANOS AND ORGANS.
GEO. STECK & CO.'S,
BRADBURY'S,
BAINES' BROS',
PIANOS,
AND
MASON AND HAMLIN'S CABINET ORGANS.
GOULD & FISCHER,
No. 923 CHESNUT Street.
J. E. GOULD. No. 1018 ARCH Street.
WM. G. FISCHER. 1 17 tf4p

ALBRECHT,
RIEKES & SCHMIDT,
Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate.
3 4 WAREROOM, No. 610 ARCH Street.

HOLIDAY GOODS.

HOLIDAY GOODS.
Spring Horses,
Rocking Horses,
Children's Carriages.
BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.
H. J. SHILL,
Factory, No. 226 DOCK Street,
12 9 4p BELOW EXCHANGE.

DRY GOODS.

EYRE
AND
LANDELL,
ARCH STREET.
1871 EARLY SPRING. 1871
NEW SILKS.
NEW SHAWLS.
NEW PIQUETS.
NEW CHINTZES.
1 27 mwf3mrp

MARBLE WORKS.

H. S. TARR & SON'S
MANUFACTORY OF
Carved and Ornamental Marble Work,
GREEN Street, above Seventh,
1 30 3m PHILADELPHIA.

THEO. LEONHARDT & CO.,
Engraving and Steam Lithographic
PRINTING ROOMS,
Nos. 612 and 614 CHESNUT Street,
2 22 wfm3mrp DEMOCRAT BUILDING.

CHINA, GLASSWARE, ETC.

$200,000
WORTH OF
CHINA, GLASS and EARTHENWARE
TO BE CLOSED OUT, REGARDLESS OF COST.
Gay's China Palace,
No. 1012 CHESNUT STREET,
Are obliged to close out their immense stock, in consequence of the building they occupy having been sold. The entire stock must be closed out by the 1st of April, as they are obliged to vacate the premises by that time. Below we quote prices of a few leading staple goods. Fancy goods are at a still greater discount from former prices.

White French China Dining Sets, 127 pieces	$18·00
White French China Tea Sets, 44 pieces	5·75
White French China Tea Sets, 46 pieces	6·75
S one China Dining Sets, 98 pieces	7·75
Stone China Tea Sets (cups with handles) 44 ps	2 50
Stone China Tea Sets (cups with handles) 46 ps	3·50
Stone China Cups and Saucers, per set 12 pieces	50
Stone China Dining Plates, per dozen	60
Table Tumblers, per dozen	50
Table Goblets, per dozen	75
Glass Tea Sets (4 articles)	40
Bohemian Cologne Sets, 2 Bottles and Puff Box	90
Bohemian Liquor Sets, 6 Glasses, Waiter and Bottle	90

An endless variety of Fancy Goods, at an immense reduction from former prices.
36 casks of Parian Marbie, Leek, and Majolica Ware, all new designs, just landed from steamer Helvetia, will be included in the sale.
Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.
SHOW ROOMS OPEN TILL 9 O'CLOCK AT NIGHT.
STORE FIXTURES FOR SALE. 2 18 10t

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers,
DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.
DEALERS IN
Government and Railroad Securities,
Drexel, Winthrop & Co., No. 18 Wall Street, New York.
Drexel, Harjes & Co., No. 3 Rue Scribe, Paris.

MALT LIQUORS.

PHILADELPHIA AGENCY.
Abbey & Holyrood Breweries.
Wm. Younger & Co., Edinburgh.
ESTABLISHED 1749.
We are now prepared to fill orders from the trade for
Bottled Ale and Porter
From the above celebrated Breweries.
POWELL & WEST,
No. 28 South FRONT Street,
Sole Agents for W. Younger & Co.
An invoice now landing ex-ship Amandus from Liverpool. 2 9 mwslm4p

LONDON BROWN STOUT AND SCOTCH ALE.
In glass and stone, by the cask or dozen.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 Corner ELEVENTH and VINE Sts.

JOSEPH H. CAMPION (late Moore & Campion),
WILLIAM SMITH, RICHARD H. CAMPION.
SMITH & CAMPION,
Manufacturers of
FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS,
No. 249 SOUTH THIRD Street,
Manufactory, Nos. 215 and 217 LEVANT Street, Philadelphia. 2 21

MUSICAL AND DRAMATIC.

"A New Way to Pay Old Debts" at the Chesnut.

Massinger's play of *A New Way to Pay Old Debts*, which keeps the stage almost solely for the sake of the strongly-drawn character of "Sir Giles Overreach," was admirably performed at the Chesnut last evening. It is a sufficient compliment to the company of the theatre to say that the play itself was made exceedingly interesting apart from the powerful personation of "Sir Giles Overreach" by Mr. Davenport, and how much a really able actor gains by a thoroughly efficient support was apparent in the profound impression which Mr. Davenport's performance made upon the audience. "Sir Giles Overreach," like "Iago" and "Richard III," is a perfect villain, and so totally deficient is the character in any kindly traits that we can readily believe the story that the dramatist took this method of revenging himself upon one who had injured him. "Sir Giles Overreach" is a hard, grasping usurer, whose ambition is not only to accumulate riches for himself, but to do it by the ruin of his neighbors. He takes a fiendish pleasure in torturing his victims while he is destroying them, and yet he is willing to bestow all his ill-gotten wealth upon the man who will make his daughter a "right honorable." This is an admirable touch of nature, for "Sir Giles" has no love for his daughter, and if human nature were consistent—which it seldom is—it would seem that the usurer would wish to purchase honors for himself, whereas he is content to remain in his own station and to shine by the reflected light of the noble husband whom he proposes for his daughter. As represented by Mr. Davenportt, "Sir Giles Overreach" is a monomaniac, and when all his deep-laid plans suddenly come to nothing, there is at once a total mental and physical collapse, and he becomes in a moment a furious madman. Mr. Davenport's acting in the concluding scene of the play last night was as pitiful as it was terrible, and the enthusiastic applause of the audience when the curtain fell was but a poor tribute to what all who saw it were forced to acknowledge was a great work of dramatic art. Mr. Davenport has done nothing better than this during his present season at the Chesnut, and his "Sir Giles Overreach" must take its place beside his "Hamlet" at the head of his extended repertoire as a performance that no actor upon the American stage can equal.

"Wellborn" is a sort of "walking-gentleman' part, and not particularly interesting in itself. Mr. Thorne last evening, however, made it a prominent feature of the performance by the exceedingly artistic manner in which he played it. Mr. Thorne has made a very marked advance in the finer elements of his art since he has been at the Chesnut, and he is fast becoming not merely a forcible but an exceedingly elegant and expressive actor. Mrs. Davenport as "Lady Allworth," Mr. Phillips as "Justice Greedy," Mr. Lennox as "Marrall," and Miss Lily Davenport as "Margaret Overreach," were all excellent, and the play was altogether given in very superior style.

The City Amusements.

AT THE ARCH there will be a matinee to-day. This evening Mr. Stuart Robson will appear in Craig's burlesque of *Hamlet*, in the farce of *Jones' Baby*, and in the burlesque of *Black-Eyed Susan*.

AT THE WALNUT a matinee will be given to-day. This evening Mr. Edwin Adams will appear in the beautiful drama of *Narcisse, the Vagrant*. The performance will conclude with the drama of *Jessie Brown*.

AT THE CHESNUT the drama of *Blanche of Brandywine*, the farce of *The Dead Shot*, and the nautical drama of *Black-Eyed Susan* will be given this evening.

To-morrow Mr. Charles R Thorne, Jr., will have a benefit, when the drama of *The Marble Heart* and *The Day After the Wedding* will be represented. Mr. Thorne, during the short time he has been playing in this city, has thoroughly established himself in popular favor, and it will doubless be a pleasure to many ladies and gentlemen to crowd the theatre to-morrow evening on the occasion of his first benefit. Mr. Thorne is an actor of much ability, and he fully deserves the compliment of as large an audience as the theatre will hold.

AT THE MUSEUM, Ninth and Arch streets, dramatic performances will be given this afternoon and evening.

AT THE AMERICAN, an entertaining variety performance is announced for this evening.

AT THE ASSEMBLY BUILDING the two-headed girl may be seen from 2 to 5 and from 7 to 10 P. M.

AMERICUS, the child violinist who created such a sensation a short time ago at the Academy of Music, will appear in a series of concerts at Concert Hall, commencing Monday evening next.

ROTHERMEL'S PICTURE of "The Battle of Gettysburg" is on exhibition at No. 1003 Chesnut street.

SOME QUESTIONS ANSWERED.

From the N. Y. Independent.

To the Commercial Editor of the *Independent:*—Having a few thousand dollars that I shall not need in my business, and being naturally desirous of obtaining an investment which will produce the greatest income consistent with entire safety, I am led to ask you the following questions, which I shall be glad to have you answer, either privately or through the columns of the *Independent:*—

1. Do you think that, as a rule, first mortgage railroad bonds are a desirable investment? In what do they differ from a first mortgage on ordinary real estate?

2. I notice you recommend Northern Pacific seven-thirties to investors. Why do you regard them as unusually secure?

3. Is the Government pledged to the payment of these Northern Pacific bonds?

4. I notice they are selling at par. Isn't this too high? Cannot good railroad securities be bought cheaper?

5. I hold a few five-twenties; do you believe the Government will soon call for their surrender?

6. What assurance have investors that Northern Pacific seven-thirties will not hereafter depreciate below the price at which they are now sold, compelling those who wish to realize on them to do so at a loss?

To the above the Independent answers:—

I. Thus far, the first mortgage bonds of American railways have proved to be among the very safest securities. In proportion to amount, they have probably shown a smaller percentage of loss of interest and principal than any other investment that has been accessible to the people. Such has been the *history* of railway securities. Of course there have been exceptional cases of mismanagement and loss; but far oftener have imperfect titles, lapsed insurance policies, and shrinkages of value rendered real estate mortgages a bad investment. There is a living principle underlying a railway bond, which applies to very few if any other securities. This:

1. Usually the solvency of a railroad depends mainly upon its traffic; and, as a rule, that traffic steadily increases as the road grows older and the population along its route becomes richer and denser. In a word, the income of a railroad (and hence its debt-paying ability) will ordinarily keep pace with the growth of population.

2. A railroad, once built, rapidly *creates* a business which is to render it profitable. It *develops* a carrying trade which did not before exist, and which grows much faster than the tributary population increases in numbers.

3. A railroad usually has back of it a strong corporation of capitalists and shrewd, energetic business men, whose profits, financial standing, commercial reputation, and official positions depend upon the solvency and success of the road with which they are identified. This powerful combination of private interests constitutes a living power whose efforts tend constantly to increase the profitableness and soundness of the enterprise in whose interest they are enlisted.

4. Finally, after a railroad is built, every dollar expended in making improvements and extensions, adding new facilities for doing business, and in securing valuable alliances with connecting lines, adds to the security of its first mortgage bonds, by augmenting the productiveness and value of the property on which those bonds are based. It is in this way that a *second* mortgage may increase the safety of the *first*. With mortgages which rest upon improved real estate in our midst the security steadily deteriorates with time, as the improvements become less valuable. *Railroads grow better and more prosperous with age, and furnish a constantly increasing security for the debt created in their construction.* It is for these reasons that *first* mortgage bonds are among the very soundest securities that can be had.

II. The Northern Pacific Railroad has a threefold solidity, which renders it financially impregnable. 1. It has for its bread and firm foundation a real estate endowment of more than Twenty-two Thousand Acres of fertile Land to each mile of track—or an unencumbered farm of 500 acres (in addition to the ordinary and ample security of the road and its traffic) to secure each $1000 bond bought by the public. 2. It has awaiting it a business which we believe *is certain* to render it self-sustaining from the *first*, and to give it a large surplus at an early day. 3. It is in the hands of men of known and acknowledged integrity, whose financial standing, whose business sagacity and thorough experience, furnish a complete guarantee that economy, energy, and fidelity will characterize its management.

III. Government does not in form guarantee the payment of Northern Pacific seven-thirties; but it indirectly insures their payment by donating unreservedly to the company sufficient productive lands to pay them twice over. The belt of country in which this superb domain is situated admirably combines the three elements essential to successful farming, viz., a naturally rich soil, a mild climate (the latitude being about two degrees below Paris, and six below London), and sufficient rainfall.

IV. When there is no difference in point of safety, the comparative market value of various securities is mainly determined by their profitableness. In this view Northern Pacific gold seven-thirties, selling at par in currency, are by far the cheapest investment of which we have knowledge. Regarded as a source of income, they are cheaper at par than a six per cent. gold bond at 82, and cheaper than a six per cent. currency bond at 74½. In other words, one hundred dollars invested in Northern Pacifics at par will produce a larger income than the same amount invested in a six per cent. gold security at 82.

V. We regard it as highly probable that a large proportion of the present holders of Government bonds will be compelled to give them up within a comparatively short time, and accept therefor cash payment or a new five per cent. bond. Everything now indicates that the Government will soon be able to fund the bulk of its five-twenties at a lower rate of interest. Hence, we have uniformly advised our subscribers to convert their Government bonds into some first-class railroad security, having equal safety and greater permanence and productiveness.

VI. Of course, all securities, even those of the United States, are liable to occasional slight fluctuations in current price—the result of outside circumstances, and not of any change in real value. But the same causes which now render Northern Pacific seven-thirties *an exceptionally strong and desirable security* will naturally sustain them in the market so that those who wish to convert their bonds into cash can do so at any time without loss. Indeed, with their superabundant security, their high rate of interest, and the provision that they will always be received at ten per cent. premium in payment for the company's lands, 7 3-10 per cent. Northern Pacific Bonds are far more likely to go above par in price than to fall below.

CITY ITEMS.

HEALTH AND LONG LIFE.—Among the many preparations that have been recommended for this purpose, none, it is believed, has proved as efficacious as PLANTATION BITTERS. This wonderful vegetable tonic appears to contain all the elements necessary to keep up the staminal strength of the system, and to protect it from the damaging effects of vicissitudes of temperature and other unhealthy influences to which we are all more or less exposed. The extraordinary invigorating and regulating properties of the preparation adapt it especially to the condition of the old and feeble, whose lamp of life is burning low, and requires a nutritious stimulant to sustain it.

BURNETT'S COLOGNE the best made in America.

MR. WILLIAM W. CASSIDY, the jeweller at No. South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the werth of their money.

FOR OYSTERS always, "FRESH, FAT, AND INVITING," Stewed, Steamed, Roasted, Panned, Broiled, Fried, and Raw, go to Leach's, northeast corner Ninth and Chesnut. Half peck steamed oysters, 25 cents.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

BURNETT'S COOKING EXTRACTS the best.

WHITMAN'S JUJUBE is now the standard remedy for singers, public speakers, and all affections of the throat. Druggists sell it. Twenty-five cents per box. STEPHEN F. WHITMAN & SON, Sole Manufacturers, S. W. corner of Twelfth and Market streets.

DIED.

BATCHELOR.—On Sunday, 19th instant, after a lingering illness, WILLIAM BATCHELOR, in the 32d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his mother, No. 327 North Third street, on Thursday, 23d instant, at 2 o'clock. To proceed to Mechanics' Cemetery.

GARSED.—On the morning of the 21st instant, JOSHUA GARSED, in the 68th year of his age.

The relatives and friends are respectfully invited to attend his funeral, from his late residence, Levering, ton avenue, Roxborough, on Friday, 24th instant, at 2½ o'clock. Interment at St. Timothy's Church, Roxborough. §§§

RITTENHOUSE.—On the 19th instant, ELLIE, youngest daughter of William and Catharine Rittenhouse, in the 6th year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral, from her father's residence, No. 2215 Germantown avenue, above Susquehanna avenue. Funeral on Thursday afternoon, at 2 o'clock, without further notice. To proceed to the Glenwood Cemetery.

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For additional Special Notices see Inside Pages.

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SAN DOMINGO.

Further Particulars of the American Commission—The Voyage to the Island—Samana Bay and San Domingo City.

We take the following extracts from the letters in the New York *Tribune* giving an account of the San Domingo expedition, in addition to what we published yesterday:—

THE VOYAGE—THE ARRIVAL AT SAMANA BAY—THE BAY AND ITS SURROUNDINGS.

Writing in the Bay of Samana, on January 27, the *Tribune* correspondent says:—

We had charming weather for the first two days out—cold, indeed, but bright and clear, with fresh and favoring winds, and every prospect of a pleasant voyage. But toward evening of the second day, in the rough latitude of Hatteras, our troubles began, and from that time until we neared our destination we experienced abundant discomfort and many stormy seas, though without any specially severe test of the seagoing qualities of the frigate. Using generally both steam and sails, we have made a moderately quick passage; but the behavior of the vessel under steam is far from satisfactory, and the machinery is found to be full of serious defects. As a sailer, however, the ship is pronounced faultless. We had been out of sight of land six days and a half, when on the morning of the 24th we heard from the look-out in the maintop the welcome cry of "Land ho!" and the passengers rushed upon deck. Thick clouds hung heavily over a dark line about two points off our starboard bow, hardly discernible at first; but as we came nearer we gradually traced the outline of the mountain range which stretched westward to the mainland from Cape Cabron at the extremity of the peninsula of Samana. Behind this mountain barrier and opening to the east lies the bay to which we were bound. The morning was the hottest we had yet felt. A burning sun blistered the deck. The brasswork of the frigate glowed like fire, and the waters glittered like burnished metal under the blazing heavens. There was hardly a breath of air, and as we steamed through the calm sea the sails hung useless from the yards.

Long before noon the whole country around the mouth of the bay was distinctly visible in outline. There were the hills rising abruptly close to the shore, the palisade-like rocks almost surrounding the peninsula, the irregular and picturesque profile of the range stretching back as far as the eye could reach. We could discover no table-land; we saw no beach; and at first there was no sign of life except in the waters, from which a flying-fish darted now and then; nor was there much appearance of vegetation. It was not until we had rounded Cape Cabron and entered the mouth of the bay that the dingy aspect of the landscape changed, and we realized something of that tropical luxuriance and freshness upon which travellers have loved to dilate. In the distance, we soon descried, peeping above the horizon, the roofs of Santa Barbara de Samana, and little by little the whole scene broke upon us in its delicious beauty. One by one appeared the spreading tops of the palms. The brown hue of the hills changed to the most brilliant shades of green, their sides showed here and there a little patch of farm-land shut in by waving forest, and over all the country was a mantle of that soft, beautiful verdure which we never see at home except after the showers of early summer. We could appreciate now the rapture with which Columbus (and we were sailing—so they say—in the very track of the discoverer) painted the beauties of this island paradise. Close to the shore, in a little gully through which a stream of water ran singing to the sea, stood a hut, with round thatched roof and a single window looking out upon the ocean. Waving palms shaded it in front and rear; blooming hills sheltered it from the winds, and close by was a huge ragged rock against which the lazy surf beat perpetual music. This perfect picture was succeeded by views of larger houses, with patches of cleared land and groves of cocoanuts and bananas. There was a little settlement whose borders reached to the shore, green and fertile to the very edge of the sea, while the palms drooped their broad leaves tipped with golden yellow above the houses, and in the back-ground forests of the most beautiful and varied foliage stretched away farther than the eye could reach. On shipboard the heat was excessive; but on shore everything looked deliciously cool and fresh.

Through such scenes we moved along until at 2 o'clock in the afternoon of the 24th we dropped anchor in the outer harbor of Samana, about two miles from the village. Over the property leased by the United States floated the American flag, and, to our delight, we found in the harbor the United States steamer Nantasket, Captain McCook. A boat from the Nantasket soon boarded us, and some time was passed in pleasant conversation over the news from home and from the fleet. Later in the day the commissioners landed for a visit to the local authorities, and these latter distinguished officials hastened to return the compliment. It was not until the morning of the 25th that the rest of the party went ashore.

SCENES AT SAMANA.

After giving the description of the town, already published by us, the correspondent continues:—

We pushed our way through the lazy, grinning, good-natured crowd, and made an inspection of the public buildings of Samana. It did not take us long, for there are none at all except two churches and a calaboose—and, perhaps, I should add a couple of schoolhouses. The Catholic church is a rude structure, much larger than the inhabitants seem to require, and full of the oddest images dressed in quaint, not to say grotesque, habiliments. We tried to converse with the priest, but he spoke none of the three languages at the command of our party, so we gave it up. We afterwards learned that he was an Italian. A Methodist church is building under the auspices of the English Mission Society, and the British flag is displayed on the unfinished edifice as well as on the residence of the minister. The Rev. Joseph James is a colored man of ordinary intelligence, and has a congregation including about three hundred communicants, mostly descendants of the colored colony sent here from Philadelphia in 1824. They have placed themselves under the British flag as a protection in case of disturbance. In the schools the text-books are all in the English language, and published in Philadelphia. One of the teachers upon whom we called is a quadroon from Philadelphia. He was a partisan of Salnave in Hayti, and came here from the other end of the island; but he declares that he would not stay a month if he were not sure of annexation. The better to discuss this subject with us he dismissed his eight or ten scholars, among whom were two full-grown, good-looking girls, as black as the ace of clubs.

We found no prisoners in the calaboose—perhaps they had all been released in honor of the United States—but the vigilant and imposing aspect of the guard was worthy of the highest admiration. It was a military guard, detailed, I believe, from the standing army of the republic. The troops were barefoot and half clad. Their arms were various. Some had knives two feet long, with a blade from two to six inches in width. Some had swords, of all manner of odd patterns. At least one carried a musket without a lock. About a dozen of these troops lolled in the dirty guard-house, eating bananas, drinking cocoanut milk, and smoking dirty pipes. The calaboose consists of one room, amply ventilated, though it has neither door nor windows. There is neither dark cell nor gallows, but a fine set of mahogany stocks.

There is no tavern, or hotel, or other place of accommodation for strangers, and so far as I have been able to learn there are not more than two or three bedsteads on the whole Peninsula. Those who have no hammocks sleep on rude bamboo frames, or on improvised pallets of leaves and bark. It is a curious feature of Samana life that almost everybody keeps a shop. Of the 80 houses in the place, more than half are in some way devoted to trade. How 40 shop-keepers can be maintained in a village of 80 houses is a problem in political economy that I shall not attempt to solve, but so it is. All that I have seen sell liquor, and besides this staple of commerce one can buy common calicoes, groceries, tobacco, vegetables, and fruit.

PRODUCTIONS, LABOR, AND MONEY.

On these subjects the correspondent says:—

The price of labor—such as the labor may be—is $1 or $1·25 in United States coin. But this standard of value is entirely the product of the annexation scheme. Before the excitement on the subject sprang up one could hardly say that anything had a price. Labor was either borrowed and returned in labor at some future time, or repaid in produce or store goods. There was no circulating medium, practically speaking. The currency issued by Baez and his predecessors can be bought by the bushel at the value of waste paper. General Boynton obtained for one good dollar about $1000 in Haytien and Dominican paper currency. He bought a few copper coins, also, as curiosities, and the shopkeeper wrapped them up in $20 bills of Santo Domingo. Another man said he had possessed about $15,000 in bills, but he had used a good deal of it for wrapping paper. So you see whatever else the people may expect from the United States, they evidently don't expect us to redeem their paper money. The prices of fruits, vegetables, and all products of the country are governed entirely by the market, and the market depends entirely upon the ships. When there are no vessels in the harbor, the cost of everything is merely nominal. At such times speculators buy up everything at low rates, for the people must sell their fruits or see them spoil on their hands, and as soon as a cargo is collected, it is shipped to a northern port. Thus, when the market is good, cocoanuts sell here for $1·25 or $2 a hundred, bananas for 50 cents a bunch, each bunch containing from 70 to 110, pine-apples for 5 cents apiece, coffee for 20 cents a pound, sweet potatoes for $1 a bushel, rice in the husk for $3 a barrel. Wheat is not raised, and flour sells for five cents a pound. Wheat bread, therefore, is comparatively rare, but whenever you get it, you get it very good. The people generally live on fruits and vegetables. The staples of their diet are plantains, which are excellent fried, yams, sweet potatoes, cocoanuts, pines, bananas, oranges, tomatoes, eggplants, and sometimes salt fish.

The better classes have meat about twice a week, cattle being raised in small numbers on the high lands; but beef sells for eight or ten cents a pound—which is far beyond the means of the poor—and besides it is hard to keep in this climate. Everybody keeps poultry, and when there are ships in port chickens are worth 50 cents apiece and eggs 30 cents a dozen. But as soon as the last vessel shows her stern to the rickety little fort at the east end of the village, down tumbles all commerce, and the people become frightfully lavish in the use of their remaining stock of beef and eggs.

Fruits are always in season, for they ripen all the year round. Cultivation, however, is so loose, and the popular ignorance of everything like farming is so profound, that it is impossible to ascertain how much of anything is raised or the average yield per acre. There are plantations of bananas and cocoanuts, but the plants are not generally set out systematically; they are stuck into the ground anywhere. The fruits most abundant are the orange, lemon, lime, cocoanut, cacao, banana, pine, alligator-pear, guava, and tamarind. Pine-apples are immensely large and rich. Some measure 10 inches in diameter, and one of the naval officers was recently presented with a pine weighing 27 pounds. All these fruits are found in practically unlimited quantities, the production being checked only by the difficulty of transportation. Apples, peaches, blackberries, strawberries, and watermelons flourish on the mountains. Indian corn grows magnificently. Three crops are raised on the same land every year; two of these crops are each larger than an average crop in the States, besides being of the best quality. Mountain rice is abundant. Potatoes, yams, plantains, cabbages, beets, turnips, cucumbers, lettuce, tomatoes, egg-plants, peas, beans, and I know not how many other culinary vegetables are produced in perfection. The Santo Domingo squashes are the best squashes in the world.

The reports of the value and variety of timber on the island are probably not exaggerated. The kinds most used for commercial purposes are mahogany, logwood, lignumvitæ, iron-wood, and satin-wood, and these are said by the botanists of the expedition, as well as intelligent inhabitants with whom I have talked, to be of great abundance and large growth. The mahogany tree in this part of the island is from 1 foot to 6 feet in diameter; lignumvitæ, 4 to 6 inches; satin-wood, 6 to 15 inches; logwood, 6 to 18 inches; iron-wood, 12 to 30 inches. The climate and soil seem to be admirably suited to the sugar-cane, but the processes of extracting the juice are so bad that the crop is not as valuable as it ought to be. The cane grows very rich and hardy, and I hear of a plantation which has been running forty years without replanting, yet is still strong and healthy. Once in five years the stubble was cut and the land burnt over, but the soil has never been stirred. Plows are unheard of. The tobacco raised near Samana is very good—much better than our own—but it is esteemed inferior to that of the southern side of the island. The smoking tobacco would sell in the States for $1·50 or $2 a pound; here it brings 20 cents. It is too strong for the ordinary smoker, but its flavor is very fine.

THE CLIMATE OF SAMANA.

On the all-important subject of the climate of Samana, the *Tribune* correspondent says:

So much has been said about the danger of the climate that I have made some very close inquiries on this subject, and I am convinced that Santo Domingo is as healthy as any of our Southern States. Professor Newcomb, who is familiar with the tropics, and has been charged with the duty of reporting on the health of the island, has ascertained from various sources—the town authorities, the priests and preachers, and others who would be likely to have information on the subject—that the population of the peninsula is about 3000, and that during the year ending last month the deaths were seventeen, and the births over 300. This is not a bad exhibit for the Samana region at any rate. There is not a doctor nor a drug store in the village, so we could not get medical testimony; but I got the next thing to it; I went, with one of my companions, to the coffin-maker! You should have seen the expression, about equally compounded of horror and delight, with which he greeted us when we asked if he made coffins, and the eagerness with which he inquired, "Do you want one?" We replied that we were not in want of such an article just then, and proceeded to ask him a few questions. He spoke tolerable English. He was the only person in town who made coffins, and during the year he had made only four! Of course this is not conclusive, for people who live without clothes may very well be buried without coffins; but I tell it as an incident. Dr. Newcomb believes, and I think the commission will so report, that white men and women may come here at proper seasons of the year with entire safety, and with entire safety remain as residents of this portion of the island. What may be the facts in other portions of the island must be left to the future. Of course, as in any change of climate, extra care should be taken for the first year or two. The temperature is not subject to sudden variation, but, it is needless to say, it is rather warm. Many of our party, however, are now wearing the same clothes they wore in Washington, Boston, and New York, and in these clothes have indulged in such laborious exercise as climbing mountains and riding bulls. Professor Blake has taken the temperature as often as possible, and records it as averaging from 76 deg. to 80 deg. Fahrenheit. Mr. Burr says that the thermometer rarely in the hottest weather exceeds 90 deg. The officers and crew of the Nantasket have been in these waters for fifteen months, and during that time have not lost a single man by death. In the sun the heat seems very great, but the shade is delightful, and the breeze is continuous. The negroes say that violent exercise in the middle of the day is very unwholesome—but then they have a rooted antipathy to violent exercise at *all* hours.

THE ANNEXATION SENTIMENT.

On the subject of annexation the people of Samana are enthusiastic and unanimous; but their opinion, of course, should not be assumed to be that of a majority of the islanders. It is the only salvation of this portion of the republic. All the trade, the protection, the support of this little settlement come from the United States. Talk to any man you meet on the peninsula, and you will hear about the same sentiments.

The people are in a constant state of insecurity. They have no heart to raise crops, for they may be destroyed, as they have been a dozen times heretofore. There is no law, do redress for robbery, and depredations are incessant. Many declare that they will not stay here if the annexation scheme is defeated, for in that case the disorders will be redoubled.

THE TESTIMONY TAKEN.

While still at Samana, the correspondent wrote, under date of January 31:—

The commission, in addition to visiting Samana and its adjacent country in person, has taken testimony from all the intelligent inhabitants, in shorthand, and this testimony will be incorporated in the commission's report to the President. Among those examined were General Jose Silvano Acosta, Governor of the Province of Samana, Colonel Enrique Abreu, commandante of the military forces in the village; Eugenio Garcia, the alcalde, or judge; Benito Garcia, member of the Council; two or three members of the Junta, and several prominent merchants; Captain Benjamin Burr, an extensive planter, who has had 1000 men under his employ; the Rev. Joseph B. Hamilton, local Methodist preacher and mahogany merchant, one or two other preachers, a school teacher, and others whose opinions were thought to be of any consequence.

ARE THERE ANY "JOBS?"

The most important witness was Victor Desruisseaux, the President of the Municipal Council, and custodian of all the records of land and other official documents. He stated that he was in charge of all the Government documents and records that were saved at the time Luperon, in command of the Telegrafo, shelled the town and destroyed it by fire, two or three years ago, as well as all the records of an official character of transactions since that time. The commission examined the records of the deeds, mortgages, transfers, leases, etc., in the hands of the gentlemen named, and all transactions relating to citizens of the United States were translated into English by persons officially attached to the commission, and properly certified. These twill be incorporated in the report, and the documents will be presented in their official form, entire. And here is the important fact. The only Americans owning land in the vicinity of Samana Bay are Mr. Joseph W. Fabens and his grantees, Spofford Brothers, of New York, the owners of the Tybee steamer which plies between here and New York, who have about 30 acres west of the village and back of their wharf and warehouse; and Judge O'Sullivan, of New York, who has a grant of a tract of about 30 acres lying between that of Spofford Brothers and the village. Both are leases for a low rent, in one case $112 per annum, and renewable at will in perpetuity, with the clause added, "if there be no law to prevent the same." The alcalde thought the title a very doubtful one. All the other grants to Americans are of small lots by the municipality to resident traders, or for short terms, as Mr. Burr, whose lease of his plantation is for three years. His, however, is leased from a private individual, who holds under an ancient Spanish title. No transfers of Government or municipal lands about the bay or vicinity have been made since the treaty, and none to Americans at any time, except those mentioned above. This sets at rest all the scandal about American officers speculating in Samana lots and lands while they were negotiating a treaty.

FROM SAMANA TO SAN DOMINGO CITY—THE BAD HARBOR OF THE LATTER.

Writing at San Domingo City on February 2, the correspondent says:—

If Samana is the best and most beautiful harbor in the world, which many hold themselves in readiness to swear, this is the worst, the roughest, most barren, and the most dangerous. It is so bad that it cannot be called a harbor. There is no port in the West Indies which the sailors so much dread as this, and why a city was ever built upon so desolate a coast must remain a mystery forever. The trip from Samana was without special interest. The weather, excepting a stormy night, was delightful, but for twelve or fourteen hours previous to our arrival, the sea ran high, although the wind was calm and warm. The ship, not generally given to rolling in any sea, was unsteady, because, as the sailors said, "the waves was all chopped up," and many who had escaped the deep damnation of sea-sickness off Hatteras were now sent below in pain and sorrow. The Nantasket, which started with us from Samana, arrived an hour or two ahead of us, and, as we sailed along towards the white breakers we saw her reeling and struggling as though she bore a restless spirit. The Tennessee anchored about a mile from the city. Her coming had been looked for for several days, for the party which came overland had announced her speedy departure from Samana. She had hardly let go her anchor before the American Consul, Dr. Ames, came on board to pay his respects to the commission, and soon afterwards a committee was sent ashore to arrange the ceremonies of reception.

GETTING SETTLED.

The whole of February 1 was consumed in attempts to arrange for the proper dignity of the presentation, and in providing quarters. President Baez had set aside an unoccupied Government house, a very spacious mansion miscalled a palace, for the commission, and furnished plain cots and an insufficiency of bedclothes. This house, unoccupied and unproductive, was refused by the commission through an innocent agent, although it was specially proposed that the commission should pay its own expenses, including mess, candles, attendance, and everything. Afterwards a house owned by Baez was rented, and in it the commission is safely lodged. Several unofficial persons accompanying the commission were permitted to occupy the palace, and so the whole party is accommodated without recourse to the one hotel of the city.

MATTERS IN GENERAL.

The *Tribune* correspondent closes his letters, nine columns in length and remarkably graphic in style, with the following:—

The Baez Government denies emphatically that any cession of lands, any lease, or any advantages or special privileges whatever had been granted to any person whatever in the United States or elsewhere. From the best information obtainable it appears that mines are regulated according to the French laws, which declare that private owners are owners of the surface and what is below the surface, provided there are no mines, or at least until after they obtain authorization from the Government for such mines, in advance of denouncement, designation, etc., by others. There are, therefore, Mr. Baez says, no reservations in contradiction to the law in force. In reply to the question as to the imprisonment of individuals for political offenses, the President most emphatically says that no one has been imprisoned or banished for opinions against annexation; that all who followed Cabral January 31, 1867, did so of their own free will, and that some few who have gone since owe their forced absence to the fact that they conspired against the public safety in favor of Cabral or Luperon. The debt of the republic appears to be as stated in the Senate by Mr. Morton and others, namely, one and a half million dollars in gold, but the friends of Baez say that, unless great care is taken to reject spurious claims, a much larger amount will be required. It seems to be the desire of the Baez administration to pay the debts while the Government still has legislative power to admit or reject the accounts, according as they are just or spurious. None of the clergy, as it is stated, have thus far made any protest against annexation. It was charged in the Senate debate that Baez intended to leave the country. This he emphatically denies.

MAKING TEA.

The Chinaman puts his tea in a cup, pours hot water upon it, and drinks the infusion off the leaves; he never dreams of spoiling its flavor with sugar or cream. The Japanese triturates the leaves before putting them into the pot. In Morocco they put green tea, a little tansy, and a great deal of sugar into a teapot, and fill up with boiling water. In Bokhara every man carries a small bag of tea about him, a certain quantity of which he hands over to the booth-keeper he patronizes, who concocts the beverage for him. The Bokhariot finds it as difficult to pass a tea-booth as our own dram-drinker does to go by a gin-palace. His breakfast beverage is Schitschaj, that is, tea flavored with milk, cream, or mutton fat in which bread is soaked. During the daytime sugarless green tea is drunk with the accompaniment of cakes of flour and mutton-suet. It is considered an inexcusable breach of manners to cool the hot cup of tea with the breath; but the difficulty is overcome by supporting the right elbow in the left hand and giving a circular movement to the cup. How long each kind of tea takes to draw is calculated to the second; and when the can is emptied it is passed round among the company for each tea-drinker to take up as many leaves as can be held between the thumb and finger, the leaves being esteemed an especial dainty.

When Mr. Bell was travelling in Asiatic Russia he had to claim the hospitality of the Buratsky Arabs. The mistress of the tent, placing a large kettle on the fire, wiped it carefully with a horse's tail, filled it with water, and threw in some coarse tea and a little salt. When this was near boiling-point, she tossed the tea about with a brass ladle until the liquor became very brown, and then it was poured off into another vessel. Cleaning the kettle as before, the woman set it again on the fire, in order to fry a paste of meal and fresh butter. Upon this the tea and some thick cream were then poured, the ladle put into requisition, and, after a time, the whole taken off the fire and set aside to cool. Half-pint wooden mugs were handed round, and the tea ladled into them, a tea forming meat and drink, and satisfying both hunger and thirst. However made, tea is a blessed invention for the weary traveller.—*Chambers' Journal.*

LOOKING GLASSES, ETC.

FOR

LOOKING-GLASSES,

RELIABLE AND CHEAP.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Osnaburgs Ticking, etc. No. 233 CHESNUT Street, Philadelphia. wfm

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY

OF

NORTH AMERICA,

Incorporated 1794.

CAPITAL $500,000

ASSETS January 1, 1871.. $3,050,536

Receipts of Premiums, '70..... $2,096,154
Interests from Investments, 1870.. 137,050
$2,233,204

Losses paid in 1870..... $1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	320,922
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT.

CHARLES PLATT, VICE-PRESIDENT.

MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.

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SAMUEL W. JONES,	EDW. H. TROTTER,
JOHN A. BROWN,	EDW. S. CLARKE,
CHARLES TAYLOR,	T. CHARLTON HENRY,
AMBROSE WHITE,	ALFRED D. JESSUP,
WILLIAM WELSH,	LOUIS C. MADEIRA,
JOHN MASON,	CHAS. W. CUSHMAN,
GEORGE L. HARRISON,	CLEMENT A. GRISCOM,
WILLIAM BROCKIE.	[1 23§

1829. CHARTER PERPETUAL. 1871.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452'35

CAPITAL..... $400,000·00
ACCRUED SURPLUS AND PREMIUMS. 2,687,452·35

INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

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George Fales,	Gustavus S. Benson.

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THEODORE M. REGER, Assistant Secretary.

Union Mutual Insurance Company

OF PHILADELPHIA.

INCORPORATED 1804.

Fire, Marine, and Inland Insurance.

Office, N. E. Cor. THIRD and WALNUT

LOSSES PAID SINCE FORMATION,

$7,000,000.

ASSETS OF THE COMPANY, JANUARY 1, 1871,

$255,397'89.

RICHARD S. SMITH, President.
JOHN MOSS, Secretary. 2 13§

People's Fire Insurance Company,

No. 514 WALNUT Street.

CHARTERED 1859.

Fire Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid.

NO UNPAID LOSSES.

Assets December 31, 1870..... $128,851·78

CHAS. E. BONN, President.
GEO. BUSCH, Jr., Secretary. 2 14§

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

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Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
Franklin A. Comly.	

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 2 3§

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

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William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes.
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD Secretary. Y 23§

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.

PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full)..... $200,000·00
CASH Assets, December 1, 1870..... $600,288·24

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John B. Brown,	James M. Aertsen.

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ALEX. W. WISTER, Secretary.
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DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

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MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.

INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.

FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

$300,000 United States Six Per Cent Loan (lawful money)	$333,375 00
200,000 State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000 State of New Jersey Six Per Cent. Loan	168,920·00
20,000 Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·00
25,000 Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000 State of Tennessee Five Per Ct. Loan	18,000·00
7,000 State of Tennessee Six Per Ct. Loan	4,200·00
12,500 Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000 North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000 Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
261,650 Loans on Bond and Mortgage, first liens on City Properties	261,650·
$1,260,150 Par. C'st, $1,264,447·34. M'kt v'l	$1,293·557 00
Real Estate	56,000·00
Bills Receivable for Insurances made	230,97[illegible]
Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,373 4·
Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
Cash	142,911·73
	$1,820,727·97

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Joseph H. Seal,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
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James C. Hand,	James B. McFarland,
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JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 2 11 11m

ASBURY

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JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia.

H. C. WOOD, Jr., Medical Examiner.
5 23 mwf1m REV. S. POWERS, Special Agent.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,705,319·07.

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
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WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

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46 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

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PHILADELPHIA, PA.,

Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers Machinists, Railing Makers, Oil Refiners, etc.

WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
8 1 No. 42 N. FIFTH STREET.

PATENTS.

UNITED STATES PATENT OFFICE.

WASHINGTON, D. C., Jan. 21, 1871.

On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:

It is ordered that the testimony in the case be closed on the 21st day of March next, that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.

Any person may oppose this extension.

SAMUEL A. DUNCAN,
2 10 20t Acting Commissioner of Patents.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA.

ALEXANDER G. CATTELL. ELIJAH CATTELL.

SHIPPING.

LORILLARD STEAMSHIP COMPAN. FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 38 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 §

NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN.

Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, literally reduced. Persons sending for their friends can obtain tickets (Steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 *No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The HERCULES will sail for New Orleans, via Havana, on Wednesday, March 1, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on Wednesday, February 22.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, February 25, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, February 25.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at same rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, Feoruary 24, at 6 A. M. Returning, will leave Wilmington Saturday, March 4.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1§ No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES.

Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1§

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, $65 and $75, according to location.

Cabin excursion tickets (good for twelve months), securing best accommodations, $130.

Intermediate, $33; steerage, $28.

Certificates, at reduced rates, can be bought here by those wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the company's offices to

HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
4§ No. 139 South DELAWARE Avenue.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue

JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4§

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.

Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES,
1 21§ PHILADELPHIA.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11§

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Washington, Saturday, Feb. 18, at 2 P. M.
City of Limerick, via Halifax, Tuesday, Feb. 21, at 1 P. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.
City of London, Saturday, March 4, at 2 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday.
Payable in gold. Payable in currency.

First Cabin	$75	Steerage	$30
To London	80	To London	35
To Halifax	20	To Halifax	15

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.

INCREASED FACILITIES AND REDUCED RATES FOR 1871.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 11§

FOR SAVANNAH, GEORGIA AND THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.
THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6†

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.	ARCTIC.
ATLANTIC, Captain Thompson.	BALTIC.
PACIFIC, Captain Perry.	ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

J. H. SPARKS, Agent.
1 6†

FOR NEW YORK VIA DELAWARE AND RARITAN CANAL,

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.

JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,

with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§

FOR ST. THOMAS AND BRAZIL, UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. H. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street below Chesnut.

J. T. EASTON. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way	7:30	Pottstown Accom.	9:15
Harrisb'g & Potts'e Ex	8:15	Read'g & Pottsv'e Ac.	10:30
Phila. & Potts'e Way Train	12:30 P. M.	Harrisb'g & Potts'e Ex	1:00 P. M.
Harrisb'g & Potts'e Ex	3:30	Phila. & Pottsv'e W. Train	4:30
Pottstown Accommo.	4:00	Harrisb'g & Potts'e Ex	7:00
Read'g & Potts'v'e Ac.	4:45	Harrisbg, Pottsville, and Allentown Ac.	9:10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading	8:00 P. M.	From Pottsville	12:35 P. M.
To Pottsville	3:15	From Reading	7:25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7:30 a. m., 12:30 noon, and 4 p. m.

For Schwenksville and points on Per-kiomen Railroad, take 7:30 a. m. 12:30 noon, and, 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9:00 a. m. and 5:00 p. m., passing Reading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3:10, 8:10, and 11:45 a. m., and 2:50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 511 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9:05, 10, 11, 12 A. M.; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:50, 7, 8, 9, 10:15, 11, 12 p. m. Leave Germantown, 6, 6:55, 7:30, 8, 8:20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3:50, 4, 4:45, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9:15 a. m.; 2, 4:05, 7, 10:45 p. m. Leave Germantown, 8:15 a. m.; 1, 3, 6, 9:45 p. m.

Passengers taking the 6:55, 9 a. m., and 6:30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2:30, 3:45, 5:45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:46, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 8:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 3:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6:20 a. m. and 2:30 p. m.

The 7:45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7:12, 9:05 a. m., and 6:30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station. 11

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3:30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3:30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45 and 12 P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City.

At 7:30 and 9:45 A. M., 1:20, 3:10, 5:30, 6:45, and 12 P. M. for Trenton.

At 9:45 A. M. 1:20, 6:45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9:45 A. M., 6:45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 9:30 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD.

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6:45 and 11 A. M., 1, 2:30, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6:45 A. M., 2:30 and 6:30 P. M. for Lumberton and Medford.

At 6:45 and 11 A. M., 3:30, 5, and 6:30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6:45 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7:45 and 11:20 A. M., 2:30, 5:15, and 11:30 P. M. Stops at all stations.

For West Chester at 4:40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4:10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8:40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8:30 A. M. and 5 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT, COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8:15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

8:15 P. M., Woodbury Accommodation.

3:15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12:11 A. M.
Mail Train	8:00 A. M.
Lock Haven and Elmira Express	9:40 A. M.
Paoli Accommodation, 10:10 A. M. & 1:10 and 7:10 P. M.	
Fast Line	12:40 P. M.
Erie Express	12:40 P. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:10 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Buffalo Express	9:50 P. M.
Pacific Express	10:10 P. M.
Paoli Accommodation, No. 4	11:10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10:10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	8:10 A. M.
Philadelphia Express	7:00 A. M.
Erie Mail	7:00 A. M.
Paoli Accommodat'n, 8:20 A. M. & 3:50 & 6:40 P. M.	
Parkesburg Train	9:00 A. M.
Fast Line and Buffalo Express	9:50 A. M.
Lancaster Train	12:20 P. M.
Erie Express	5:45 P. M.
Lock Haven and Elmira Express	5:45 P. M.
Pacific Express	3:25 P. M.
Southern Express	5:45 P. M.
Harrisburg Accommodation	9:40 P. M.
Paoli Accommodation, No. 4	10:50 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.		
MAIL TRAIN	leaves Philadelphia	9:40 P. M.
"	" Williamsport	7:25 A. M.
"	arrives at Erie	7:40 P. M.
ERIE EXPRESS	leaves Philadelphia	12:20 A. M.
"	" Williamsport	8:50 P. M.
"	arrives at Erie	7:40 A. M.
ELMIRA MAIL	leaves Philadelphia	9:30 A. M.
"	" Williamsport	6:35 P. M.
"	arrives at Lock Haven	7:50 P. M.
EASTWARD.		
MAIL TRAIN	leaves Erie	9:00 A. M.
"	" Williamsport	10:05 P. M.
"	arrives at Philadelphia	6:50 A. M.
ERIE EXPRESS	leaves Erie	9:00 P. M.
"	" Williamsport	8:25 A. M.
"	arrives at Philadelphia	5:30 P. M.
ELMIRA MAIL	leaves Lock Haven	8:15 A. M.
"	" Williamsport	9:25 A. M.
"	arrives at Philadelphia	5:30 P. M.
BUFFALO EXP.	leaves Williamsport	12:35 A. M.
"	" Sunbury	2:00 A. M.
"	arrives at Philadelphia	9:40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.

For Oxford Wednesdays and Saturdays only at 2:30 P. M.

For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Wednesdays and Saturdays only 2:30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

Oxford at 6:05 A. M., 10:35 A. M. and 5:20 P. M. Sundays at 5:20 P. M. only.

Chadd's Ford at 7:26 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10 3 General Superintendent.

AUCTION SALES.

M THOMAS & SONS, AUCTIONEERS, NOS 139 and 141 S. FOURTH Street.

Assignee's Extensive Peremptory Sale—Estate of Messrs. Hildeburn & Brother.

LARGE AND VALUABLE STOCK OF FINE Gold and Silver Watches, Movements, Jewelry Plated-ware, Materials, Etc.

This Day,

At 10 o

CITY INTELLIGENCE.

PATER PATRIÆ.

139th Anniversary of Washington's Birthday The Meeting of the Old Soldiers of 1812—An Appeal for Aid—Other Events of the Day.

This is the anniversary of Washington's natal day—a piece of intelligence which will undoubtedly be regarded as quite superfluous. Time was when, upon this day, there were popular demonstrations to celebrate it, but these, from perhaps a diminution of patriotic ferver and the claims of business, have gone out of custom. This anniversary is now celebrated by the flying of national bunting from municipal, national, and private flag-staffs, a street parade of one or two companies of the military, and the meeting of that aged body of patriots who, in 1812, so zealously upheld the national honor, and in latter years so pathetically appealed for Governmental consideration. At sunrise a salute of 38 guns was fired by the Keystone Battery, Capt. John V. Creely, at Broad and Market streets.

THE OLD SOLDIERS.

This morning at 10 o'clock, in the Nisi Prius Court Room—so remarkable for the political battles that have transpired within it (*vide* reports of return judges' meetings)—the soldiers of 1812, some thirty or forty in number, assembled according to their well-established custom. Many of them wore upon the lapels of their coats blue silk badges, indicating that they were heroes of the conflict between the States and England.

Alderman Peter Hay presided, and Colonel Thompson acted as Secretary. The proceedings were opened with prayer by Rev. Dr. Hay, and when the invocation was completed the President delivered an address, in which he said that a law had at last been passed by Congress which granted a moderate but permanent relief to many of the soldiers who nearly sixty years ago perilled their lives in the defense of their country against the attacks of a haughty foe.

The following report of the Executive Committee was accepted:—

The lamented decease of our experienced and efficient Secretary, John H. Frick, Esq., in the early part of July last, puts it out of the power of your committee to furnish a list of the deaths that have occurred among the members of the association since that time. Mr. Frick took great pains to procure from the public papers, and all other accessible sources of information the names of such deceased members.

The committee offer the following resolution:—

Resolved, That the cordial thanks of this association be respectfully tendered to the President of the United States and the two houses of Congress for the liberal provision which they have made in aid of the surviving soldiers and widows of the soldiers of the war of 1812.

These sentiments were then proposed and adopted:—

1. The 22d of February—Each return of this national festival serves to increase our admiration of the stern integrity and fervid patriotism of the Hero in whose honor it was instituted.
2. Washington—First in war, first in peace, and first in the hearts of his countrymen.
3. The President of the United States.
4. The Governor of Pennsylvania.
5. The Statesmen of 1776—The founders of a republic which will be the model of all the future republics of the world.
6. The Officers and Soldiers of the Revolution—They have passed away, but their memory will flourish in eternal youth.
7. The Officers and Soldiers of the War of 1812, the Second War of Independence. We cherish the memory of the departed, the survivors we love and honor.
8. The Officers and Soldiers who fought and bled to preserve the Union—They gallantly performed their duty, and liberally have they been rewarded by a grateful country.
9. The United States Congress—For their recent act of justice to surviving soldiers of 1812 they have our cordial thanks.
10. An Enlightened and Honest Judiciary—One of the strongest safeguards of the people's rights.
11. Our National and State Legislatures—May they always be true interpreters of the people's will.
12. A Free Press the Palladium of Liberty—May it always be directed by honesty, patriotism, and wisdom.
13. Woman—The last, best gift of God to man.

The President then read Washington's Farewell Address.

The old soldiers then adjourned.

PATRIOTISM AND CHARITY.

On this day, when the people are thought to be inspired with the deepest patriotism, and the profoundest regard for the "Father of His Country," Mayor Fox appeals to our charity for a nation that has been humbled by her foes and driven to the verge of starvation. He says:—

To France and Germany alike our country will forever stand indebted for their noble recognition of her needs in times of national peril. From the land of the generous Steuben, from the home of the chivalrous Lafayette, across the stormy waste of three thousand miles, there comes to us a cry of sore distress. Suffering with hunger, dying of wounds, wretched in their misery, thousands are looking hopefully to America for relief.

From under the very shadow of the steeple whence, in joyful peals, was proclaimed that independence to which Lafayette and Steuben gave their fortunes and their swords, on this day of patriotic memories, we appeal to our fellow-citizens for contributions in aid of the countrymen of those distinguished soldiers. God is blessing our land with peace; His bounteous hand has filled our granaries with golden grain, and "the pestilence that walketh in darkness," that erewhile shadowed the fairest cities of the South, is known no more in the land. Shall we not then render a noble thanksgiving?

The generosity of her citizens has stamped the name of Philadelphia in characters of love wherever sufferings could be reached. We appeal to the ministers of every creed to present this cause from their pulpits to their congregations on the first day of worship in March, making special collection therefor.

Under a resolution of Congress, a national ship will soon arrive at this port to convey our donations. Let us have them ready. Contributions of money or provisions for either or both nationalities will be thankfully received.

OTHER EVENTS OF THE DAY.

This morning the Polytechnic College of the State of Pennsylvania was the scene of an interesting ceremony. There was a large assemblage of ladies and gentlemen. This was the programme, and it was faithfully observed:—

Overture.—Grand selection, *Stradella*—Flotow; selections from Washington's Farewell Address, Cecil A. Preston, Pa., '72; music, scene from the opera *Maritana*—Wallace; "Webster's Union of the States," Edward F. Noble, Alabama, '73; music, "Tellegramme," B. Strauss; Oration, Charles P. Matlack, Pa., '71; music, selection, *Genevieve*—Offenoach.

This afternoon the Washington Grays will make a street parade in full uniform, Captain W. C. Ward commanding. They will be accompanied by the Liberty Silver Cornet Band, and leaving their armory in Ladner street, below Fifteenth, will pass over the following route:—Up Fifteenth to Walnut, to Eighteenth, to Green, to Broad, to Master, to Twelfth, to Chestnut, to Fifth, to Walnut, to Broad, to the armory.

At 2 o'clock a meeting held under the auspices of the Cadets of Temperance will be opened in Concert Hall. Among the speakers we see the names of Rev. Dr. A. A. Willits, Rev. W. C. Best, William Nicholson, and General Joshua T. Owen.

At 7½ P. M. Commercial Lodge, I. O. O. F., will celebrate the day by an entertainment at the hall Sixth and Cresson streets. There will be singing by the Apollo Glee and Plymouth Quartette.

At the same hour Washington Camp, No. 50, Pa. P. O. S. of A., will entertain their friends at Lyceum Hall, Roxborough. There will be a flag presentation, in which the emblem will be offered by George W. Blake, Esq., and received by Colonel William M. Runkel.

The banks during the day will remain closed; the public offices likewise. This is a day on which school does not keep.

CRAZED WITH RUM.—Last night, a man named John Denny, crazed with drink, made a violent assault upon Policeman McNulty, at the corner of Seventh and Bainbridge streets. The officer received pretty rough usage, but two brother policemen arriving, Denny was with much difficulty finally lodged in the station-house. He was arraigned before Alderman Bonsall, and was sent to prison to await trial for the offense.

MR. O'DONOVAN ROSSA will lecture at the Academy of Music this evening in aid of the Irish cause, and will describe his prison life in England. A full military band will be in attendance.

WHY AND WHEREFORE.

The Cause of the Breaking and Bursting of Water Pipes.

Chief Engineer Graeff, in response to an inquiry of Councils as to the cause of the breaking of the water pipes in Roxborough and Manayunk, says there are several causes, to wit:—

First, owing to their weight and length, and the number of times that they had to be handled before they were laid in the ground, they were subjected to injury, after being proved, of a kind which does not develop itself until the pressure of the water is brought upon them. The twenty-inch mains, which weigh from 1815 to 3687 pounds each, were handled fifteen times in their passage from the foundry to the pipe-trench, much of this by careless boatmen and teamsters employed in their delivery.

A second cause, in Manayunk, is the excessive head the pipes are subjected to, and the shock they have to withstand by reason of the sudden shutting off of hydrants, producing what is technically called the water hammer. The head in some parts of Manayunk is as much as 339 feet, equal to over 147 pounds to the square inch.

A third cause is inequality in the thickness of the pipes, which occurs from accidental shifting of the core during casting. This cannot always be prevented, and frequently escapes detection by the most vigilant inspector.

Another cause is defect in the proportion of the bells and the thickness of the pipe.

BROAD STREET.

The Question of Repaving It—The Area to be Covered.

It now looks as though Councils were about taking active measures to repave this our greatest thoroughfare. Chief Engineer and Surveyor Strickland Kneass sent this note to the Finance Committee when it was considering the cost of a new pavement:—

Dear Sir:—In reply to your question as to the area of the street pavement upon Broad street, between Park avenue (late Diamond street) and Dickerson street, I would say, that if the spaces left in the middle of the street below Federal street, and known as the "Boulevards," be paved over, the following table is correct:—

From the north side of Park avenue to the south side of Dickerson street.....	160,742·54 sq yards.
From curb south side of Columbia avenue to north curb Coates is now payed, under the Jenkins and Taylor contract, amounting to	29,840·54 "
Square yards to repave.....	130,902·00 "

If the public buildings are placed at the intersection of Broad and Market streets, this will be reduced 6785 square yards, as between Olive and Filbert streets; and if the "Boulevards" are left unpaved, there will be a still further reduction of 4808 square yards.

I would also state that the Jenkins & Taylor contract embraces the street between Coates and Willow, now paved with cobble-stones, amounting to 22,346 square yards.

THE LINCOLN UNIVERSITY, CHESTER COUNTY, PA.—The institution known as the Lincoln University, situated in the town of Oxford, Chester county, Pa., designed for the education of colored young men, is now in a flourishing condition, and if its pecuniary needs are continued to be looked after by the public at large, a most prosperous future is in store for it.

It was chartered by the Legislature of Pennsylvania in 1854, under the title of the Ashmun Institute. On the 1st day of January, 1857, it was opened as a school for the education of colored young men as teachers for their race. In 1866 the name was changed to that of Lincoln University. The Board of Trustees consists of twenty-one gentlemen of intelligence and moral worth. During the year 1869 $30,000 were secured, and large additional buildings put up; giving, in connection with the previous buildings, accommodation for one hundred and seventy-five young men, and a comfortable dwelling for each of the four professors now in the institution. These buildings, with fifty acres of ground, are worth at a low estimate $100,000, and may be considered as free of debt. In addition to the ground and buildings, there is an endowment fund of $80,000 for the support, in part, of the professors.

It is now proposed to ask the citizens of Philadelphia and vicinity to raise $25,000 for the endowment of an additional professorship. The friends of this institution, and of the race elsewhere throughout the country, it is believed, will raise at least $100,000 additional for the endowment of scholarships, to aid those young men who have no means of their own, and who have no friends to whom they can look for assistance.

The claims of the African race are those of common humanity. The masses of the colored men are at present in the most ignorant condition, and the best way to enlighten them is through educated young men of their own race. It is this class that the institution is designed to supply.

The list of contributors to the institution so far embraces about one hundred names of our most solid business men. It is hoped that the number will be much increased.

THE "STAR" COURSE OF LECTURES.—The next "Star" lecturer will be Mr. James E Murdoch, who will to-morrow evening, at the Academy of Music, give "An Actor's View and Impressions of the Character of 'Hamlet,'" and will illustrate his subject by readings from the play. Mr. Murdoch's personation of "Hamlet" is celebrated for its scholarly qualities, and his analysis of the character upon the lecture-platform from an actor's standpoint will undoubtedly be exceedingly interesting. It is to be regretted that some of the great actors who have distinguished themselves in the *role* of "Hamlet" have not given us, outside of their performances, their impressions of the character; and it will be a great pleasure with many intelligent admirers of the drama to hear from Mr. Murdoch such an analysis of "Hamlet" as he is certainly able to give. The season of lent has now commenced when many persons object to indulging in the ordinary round of amusements, and a series of lectures like that now being conducted under the auspices of Mr. Pugh will afford much pleasure to those who are for the present debarred from patronizing theatrical and operatic entertainments. There can be no objection whatever in any one attending a series of intellectual entertainments, such as the "Star" course certainly is, and on this account if on no other the second series of the "Star" course ought to be even more extensively patronized than was the first.

AN ACTOR IN TROUBLE.—Henry Meredith, an actor at Mrs. John Drew's Arch Street Theatre, was tried upon the charge of assault and battery with intent to kill John Lazarus. The latter, a tavern-keeper on Sixth street, complained that last Saturday night seven weeks ago Meredith and several other actors met him at a tavern to get drinks, and provoked a quarrel with him. They were ordered out, and as he was going out the door he was knocked down by the defendant, who cut him with a knife, the wound reaching from the eye to the lower part of the ear. The defense alleged that Lazarus, who was a prize-fighter, attacked Meredith, who, in his own defense, simply struck him with his gloved hand. He fell, and cut his head on the curb. The judge explained the different degrees of the crime of assault and battery, as made by the laws of the State. The jury convicted the defendant of assault and battery only, and he was sentenced to pay a fine of fifty dollars and costs.

OBSEQUIES OF COMMODORE TURNER.—At 10½ o'clock this morning the funeral ceremonies of the late Commodore Turner were solemnized at the Naval Asylum. The remains lay in state in the Commander's room, encased in a walnut coffin, covered with black cloth. The attendance at the ceremonies was quite large. On the lid of the coffin appeared a silver plate, bearing the name, time of birth and death, and rank of the deceased. The casket, draped with the American flag, was conveyed to the chapel connected with the asylum, and there the ceremonies peculiar to the Episcopal Church were celebrated. Naval Chaplain Lewis officiating. The remains were then conveyed to the hearse, the pall-bearers being Commodores Emmons, Inman, and Etting, and Dr. Ruschenberger, U. S. N. Among the persons present were Admiral Ladner, Commodore Collins, Commodore Nicholson, and Surgeons Garritt and Malsbury. The remains were interred at Mount Moriah.

ASH WEDNESDAY.

The Services and Customs of the Day—Ancient Observances.

The observance of the days previous to the festival of Easter as a season of festivity and solemnity is among the most ancient customs of the Christian Church. It is, among other things, in commemoration of the miraculous abstinence of Jesus when under temptation. The familiar word for the period, "lent," is derived from the Saxon term for spring, "lengten-tide," spring being the time for the lengthening of the day. The period was the forty days previous to Easter, and it originally begun on what is now the first Sunday in Lent, but it being found that when Sundays, as improper for fasting, were omitted, there remained only thirty-six days, the period was made by Pope Gregory to begin four days earlier, namely, on what has since been called Ash Wednesday.

This name was derived from the notable ceremony of the day in the Romish Church. It being thought proper to remind the faithful at the commencement of the great pentitential season that they were but dust and ashes, the priests took a quantity of ashes, blessed them, and sprinkled them with holy water. The worshipper then approached in sack-cloth. The priest took up some of the ashes on the ends of his fingers, and made with them the mark of the cross on the worshipper's forehead, saying *Memento, homo, quia cinis es, et pulverem reverteris* (Remember, man, that thou art of ashes, and to dust wilt return). The ashes used were commonly made of the palms consecrated on the Palm Sunday of the previous year. In England, soon after the Reformation, the use of ashes was discontinued as a vain show, and Ash Wednesday thence became only a day of marked solemnity, with a memorial of its original character in a reading of the curses pronounced against impenitent sinners.

The day in this city was observed this year in the customary manner. The regular appropriate services were held in the churches of several denominations, and in those of the Roman Catholic persuasion the church decorations have special reference to the character of the occasion.

WHO ROBBED THE BANK?

An Important Arrest in New York—Supposed Connection with the Kensington Bank Robbery.

The New York *Times* of this morning has the following:—

A few minutes before midnight last night Mr. William F. Howe, the well-known criminal lawyer, suddenly appeared at police headquarters, accompanied by Mr. William Cook, a personal friend of the Superintendent. Mr. Howe had a private interview with Mr. Moore, the detective on duty, and, it is understood, asked permission to see a prisoner confined in the strong-room on some criminal charge. The request was denied, which exasperated the lawyer, for he loudly demanded the whereabouts of Superintendent Kelso. The detective thought the superintendent might be at one of the negro minstrels, but as Mr. Howe knew very well that every place of amusement was closed at that hour he was not thrown off the scent, and at once rushed out of the Central Office in hopes of finding Mr. Kelso. He returned in half an hour, and repeated his demand to see the prisoner, which he was refused, and he departed in great anger, increasing the mystery by declining to divulge the purpose of his visit.

From the rumors that were in circulation during the evening, it is believed that the detectives have arrested a man who they claim is one of the burglars who personated a policeman, and after gagging the watchmen of the Kensington Bank of Philadelphia on the night of the 3d instant, carried off $60,000 in money. Whether the prisoner can be connected with that daring crime remains to be proven.

It is supposed that the New York detectives wish to conceal the facts of the arrest in order that no claims can be made for a share in the rewards probably to be gained in the event they prove to be on the right scent.

RECORDER'S CASE.—This morning before Recorder Givin a hearing was had in the case of James McCormick, charged by Joseph Hemple with fraudulently conveying away his real estate for the purpose of cheating his creditors.

The testimony offered alleged that the defendant owned a stable on Eleventh street, between Thompson street and Girard avenue, and that while a writ on the property was in process of execution for the liquidation of a debt a paper sale was made of it to a man formerly in the employ of McCormick. The man, however, has never entered into possession, but McCormick runs the business, and has since given several receipts in his own name. The buyer says that he paid for the property with three notes, for one, two, and three years, but also admits that he has received no benefit from the sale.

The defense denies the allegation, and says that the defendant is the owner of considerable other property upon which judgment could be had, and that the present prosecution grows out of a personal spite.

After hearing both sides, the Recorder held the case under advisement until 3½ to-morrow afternoon.

AID FOR THE FRENCH.—The following additional committees to aid in the collection of funds for the relief of the French people have been appointed by his Honor Mayor FOX:—

Woollen Manufacturers—James Long, chairman; Thomas Delan, John Dobson, Martin Landenberger, Dennis F. Kelly.

Manufacturing Chemists—Harry B. Rosengarten, chairman; Edward H. Hance, Henry M. Rittenhouse.

Amusements—John Thornley, chairman; J. L. Hutchinson, Jean Louis, J. E. McDonough, E. L. Davenport.

The committee are actively engaged in maturing plans by which they hope to stock a ship with provisions in a short time. Communications are to be addressed to the various pastors of our churches, urging them to solicit collections in their congregations. The committee will also communicate with the authorities of the principal towns and cities in the interior of the State in reference to the proposed collections.

THE MURDEROUS ATTACK ON JAMES A. WILLARD—ONE OF HIS ASSAILANTS IDENTIFIED AND COMMITTED.—The readers of THE EVENING TELEGRAPH are already familiar with the particulars of the murderous assault upon James A. Willard at Hancock street and Girard avenue, on the 13th of January last. Yesterday was the first time that Mr. Willard has been able to leave his home, so severe was the beating he received. William B. Buck, who has been incarcerated on the charge of having been concerned in the attack, was yesterday afternoon taken before Alderman Shoemaker for a final hearing. Mr. Willard was present and identified Buck as one of the parties concerned. Thereupon the prisoner was committed to prison to await trial. The other men arrested for the same offense were discharged some time ago, the evidence being insufficient.

A TRIP TO TOWN AND THE CONSEQUENCES.—William Dickson and his wife, who live on a farm in Bucks county, yesterday came to Philadelphia in a huckster wagon. During the trip to this locality and also after they arrived here they indulged in considerable liquor, which after a time had its legitimate effect. Mr. Dickson became rather confused in his ideas, and on driving along Second street near Vine he ran the wagon into a lamp-post, smashing the latter and also reducing the wagon to a wreck. Mrs. Dickson was thrown out of the vehicle, and her head coming in contact with the curbstone, she received an ugly wound. She was conveyed to a neighboring tavern, where a surgeon dressed her wounds. Mr. Dickson was placed under arrest and taken before Alderman Toland, who imposed a fine and sent him about his business.

AN ENTERTAINMENT will be given to-morrow evening at Concordia Hall, under the auspices of the Irving Literary Association, when an interesting programme will be presented.

FROZEN TO DEATH.—Charles Reilly was frozen to death at the Almshouse during last night. The Coroner has been notified to hold an inquest.

THIRD EDITION

MATTERS AT WASHINGTON.

Republican Senatorial Caucus.

Southern Pacific R. R. Bill.

The Centennial at Philadelphia.

New York Efforts to Defeat It.

The San Domingo Commission

Letters from Messrs. Wade and Howe.

Annexation Ardently Desired

Fenians at the White House.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 22.

A Republican Senatorial Caucus

was held this morning, for the purpose of arranging an order of business, with the view of securing necessary legislation. It was decided to go on with the appropriation bills after the morning hour until Friday, when it was agreed to take up and pass the enforcement bill, which passed the House last week. They also adopted several rules which will greatly facilitate the passage of the appropriation bills.

The Senate Pacific Railroad Committee hold a meeting on Friday for the purpose of considering the

Southern Pacific Railroad Bill.

It is understood that the committee will adopt the House amendment cutting off all branches. There seems to be little doubt of the passage of this measure early next week.

Effort to Defeat the Philadelphia Centennial.

There is an evident determination on the part of New York Senators to defeat the centennial celebration which is to take place in Philadelphia. They will talk against time when it comes up for consideration during the morning hour.

It is Mr. Hooper's purpose to give notice to-day that he intends to call up the question of a

Repeal of the Income Tax

at the earliest moment for the purpose of getting a vote thereon.

Letters from the San Domingo Commission.

Vice-President Colfax received a private letter from ex-Senator Wade, and Senator Wilson received one from Dr. Howe, of the San Domingo Commission. Mr. Wade gives his impression of Baez and such people of San Domingo as he had been able to meet up to the time of writing. Mr. Wade says *he has not seen the person who is not in favor of annexation*, and he speaks of the people as quiet and inoffensive. Dr. Howe in his letter says they have discovered that all the opposition to annexation was stirred up by Haytiens, which government is anxious to have the Dominican part of the island brought under its control, and, if possible, annexed. Cabral, Dr. Howe says, draws all his support, and has for some time past, from the Haytien Government. Since the question of annexing San Domingo to the United States was agitated Cabral has received aid in both money and men from Hayti, with the view of making it appear that a large portion of the Dominicans were against both Baez and annexation. The commissioners all agree that the only strength the opposition to annexation ever had was in Hayti, and not in Dominica.

During the consideration of the Deficiency Appropriation bill in the House to-day there was a

Lively Debate Between Butler and Farnsworth.

The latter reiterated the charge that Butler had used mirrors and other furniture of the Treasury Department to furnish his house. Butler replied with much personal bitterness, and for some time there was an exciting scene which was much enjoyed by members. It is stated that Farnsworth has some other charges which he intends to bring out against Butler as the debate on the bill progresses.

The Fenian Exiles at the White House.

Despatch to the Associated Press.

WASHINGTON, Feb. 22.—The Fenian exiles, thirteen in number, called at the Executive Mansion to-day, in accordance with a previous arrangement, and were introduced to the President by a member of the City Councils of Washington. After paying their respect, a short conversation ensued, the Fenians assuring the President that their treatment in English prisons had told severely upon the health of some of them, and expressing their anxiety to present a written statement of their case to this Government. To this the President responded that they could do so, and whatever was proper to be done by the Government would be performed.

The March Interest.

Secretary Boutwell has ordered the payment of the March interest on Friday, the 24th instant, without rebate.

FROM THE SOUTH.

Destructive Fire in Petersburg, Va.

Special Despatch to the Evening Telegraph.

RICHMOND, Va., Feb. 22.—A disastrous fire occurred in Petersburg last night, destroying Morris' furniture warehouse; loss, $25,000—insured for $20,000; R. A. Martin & Co.'s cotton warehouse, with 500 bales of cotton; loss, $65,000—fully insured. Branch & Herbert, commission merchants, H. T. Alley, confectioner, and T. H. Bond, grocer, suffer heavily by damage to stock. The total loss is estimated at $95,000, insurance principally divided between the Home Company of Georgia, Manhattan of New York, and Virginia companies.

FROM NEW ENGLAND.

Movements of Colonel Halpin.

BOSTON, Feb. 22.—Colonel Halpin was the guest of a few of his friends at a dinner at the Parker House last evening, and left at 11 o'clock to-day for New York.

Fire in Cambridge.

Three dwellings, known as Rourke's block, and occupied by a dozen families, in Cambridge, were burned last night, together with a stable. Loss, $7000.

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Quarts, per dozen	$10 00
Pints, "	5·50
2 oz., "	1·35
Quarts, per bottle	1·00
Pints, "	60 cents
2 oz., "	15 cents

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FOURTH EDITION

DOMESTIC AFFAIRS.

Washington and Richmond R. R.

Explosion in Cincinnati.

The Coal Corner in Boston.

Novel Ruse of a Robber.

Bold Plan to Rob a Train.

The New Legislative Apportionment

Proceedings of Congress.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Legislative Apportionment Bill.

Special Despatch to the Evening Telegraph.

WASHINGTON, Feb. 22.—The House Judiciary Committee has agreed to report the Apportionment bill with an amendment, providing that the Legislatures of the several States that are to be elected in 1871 are to make an apportionment under the bill. Legislatures elected for two years and that will hold over for two years may also make an apportionment. The bill will be reported at the earliest moment, with the view of getting concurrent action at this session.

Both houses are engaged on

The Appropriation Bills,

and the House on the Deficiency and Senate on the Indian bill.

FROM THE WEST.

Novel Ruse of a Robber.

ST. LOUIS, Feb. 22.—The *Republican* has a special from Denver, dated the 21st, which says a box marked "F. C. Cross, Newton Corner, Massachusetts," was left at Wells & Co.'s Express office last night to go east by the Kansas Pacific train. Suspicions were in some way aroused, and upon examination F. C. Cross himself, a young man who has resided here some time, was found inside the box. He had a pistol and tools with him, and the box had a trap-door. A heavy shipment of gold was to go East by the same train. Cross was arrested and placed in jail.

Boiler Explosion at Decatur, Ind.

CINCINNATI, Feb. 22.—A boiler in the sawmill of H. W. Shockley & Co., at Decatur, Ind., exploded yesterday, wounding seven or eight persons, two or three, it is supposed, fatally.

FROM NEW YORK.

Fire in Brooklyn.

NEW YORK, Feb. 22.—Hayward & Cantrell's coffin casket warehouse on Adams street, in Brooklyn, was damaged to the amount of $8000 by fire this morning. Insured.

Violent Death of a Telegraph Operator.

NEW YORK, Feb. 22.—George Clark, employed as a telegraph operator for the past eight years by the Western Union Company, at No. 145 Broadway, fell from a train near West Point, Georgia, on his way to Mobile, Ala., on Sunday evening, and was killed. His body was found in an open field adjoining the road. He leaves a wife in Brooklyn, New York, and parents at Swansea, Wales.

FROM THE SOUTH.

The Washington and Richmond Railway.

RICHMOND, Va., Feb. 22.—The Senate to-day by a vote of 21 to 14 reconsidered the vote by which the Washington and Richmond Railway bill was defeated yesterday.

Obituary.

Isaiah L. Lyon, colored member of the Virginia Senate, died this morning in New York city.

FROM NEW ENGLAND.

The Price of Coal in Boston.

BOSTON, Feb. 22.—At a meeting of coal dealers to-day, it was decided to raise the price of coal to $12.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 22.—The credentials of Lot M. Morrill as a Senator from the State of Maine for six years, from the 4th of March next, were presented by his colleague (Mr. Hamlin). Read and tabled.

On motion of Mr. Pomeroy, the 30th rule of the Senate was amended so that any amendments to an appropriation bill may be laid on the table without affecting the bill, the effect of which is to cut off debate.

Mr. Cole moved to limit debate on Postal and Indian Appropriation bills to five minutes for each Senator on any one item.

Mr. Casserly regarded the proposition as an invasion of privileges of the minority, and demanded the yeas and nays upon it.

After a controversy the whole subject was laid aside, and the Senate, on motion of Mr. Cameron, took up the Philadelphia Centennial Celebration bill.

Mr. Conkling opposed the bill, intimating that the credit of originating the idea belonged exclusively to New York. He maintained that a proposition to give the sanction of the Government to such a celebration should be matured with great deliberation, and not in the interest of any particular locality.

He then forwarded to have read a lengthy letter on the subject lately published from the Hon. John Bigelow, containing, among other suggestions, that a number of places should be selected, with a view to a general exposition of manufactures, science, and art. Before the reading of the letter was concluded the morning hour expired, when Mr. Cameron asked but failed to obtain leave to have the bill further considered. He then asked that it be made the order of business for the morning hour of to-morrow, and hoped that his friend Mr. Conkling would not further delay its passage.

Mr. Conkling replied that he did not wish to occupy time unnecessarily, but would say frankly he was not disposed to see such a scheme go through hastily without his determined opposition.

Mr. Cameron defended the bill, and asserted his intention to stand by it and carry it through.

Mr. Harlan and others protested against the taking up of the morning hour by a comparatively unimportant measure to the exclusion of appropriation bills.

The subject then went over, and the Senate took up the Indian Appropriation bill in Committee of the Whole, and disposed of a number of amendments reported from the Committee on Appropriations.

House.

The House proceeded to the consideration of the Deficiency bill. It appropriates $10,677,525, which includes the following items:—For reporting and publishing debates, $120,000; for New York new Post Office, in addition to unexpended balance for purchase of site, $64,278; $500,000 for Boston new Post Office; for court house at Madison, Wisconsin, $21,899; for court house at Portland, Maine, $20,079; for appraiser's store in Philadelphia, $40,000; for public printing paper and binding, $225,000; for cavalry and artillery horses, $200,000; for army clothing and camp equipage, $200,000; for army contingencies, $150,000; for army medical supplies, $100,000; for army pay and mileage, and clothing, $2,045,000; for Quartermaster-General's Department, $756,000; for Freedmen's Bureau, $140,000; for collecting of revenue from imports for half year, $2,750,000.

The last item is not included in the aggregate.

The item for the New York Post Office reads as follows:—For the continuance of the work on the building for Post Office and Court-house in New York city, to be applied only to furnishing the foundations up to and including the sill course, and receiving and setting the granite of the first story above that course, $500,000.

Mr. Dawes moved to add the words "and subject to no other limitation or obstruction." He explained that there was former legislation which required that no part of the money should be expended until after contracts were made for the completion of the whole building at an expense not exceeding three millions.

The Committee on Appropriations had become satisfied that it would take the three millions to erect the building from the sill up, as it had been necessary to sink the lower basements 36 feet below the surface. The ultimate cost of the building above the surface would be three millions, and the expenditure below the surface would be in addition to that, making the whole cost of the building $3,800,000, or thereabouts.

Mr. Farnsworth went at some length into the history of the building, contending that the plan, as agreed upon by the five New York architects who had combined their respective designs, would have given a more roomy and convenient building at less cost, and also that there had been fraudulent contracts given out for the supply of granite, in which some members of the House were interested.

Mr. Cox replied to Mr. Farnsworth. He referred to the enormous outlays of the Government on the works at Rock Island, Ill., and said that the appropriation for the New York Post Office was not for the benefit of the city, but of the whole country, and that the item was not extravagant.

After some further discussion the amendment offered by Mr. Dawes was agreed to.

The next item, for the Boston Post Office, also elicited some discussion, arising from opposition to it by Mr. Farnsworth.

Mr. Butler, of Mass., replied to Mr. Farnsworth's insinuation. There were some things he said which a man could not avoid. He could not avoid when going along a street having a mud-cast scatter filth upon him.

There was not one word of truth in it. The accusation was that the Secretary of the Treasury, the Supervising Architect, and everybody who had to do with these appropriations were all corrupt, all fraudulent, all wrong, and this charge was made by a man whose majority had dwinded tenfold, from 14,000 to 1400, and against a Methodist preacher, too. (Laughter.) He had but one observation to make, and that was that he who accused all the world convicted only one, and that one himself.

He was like the man who, being drunk himself, saw all the world staggering before him. The member from Illinois saw nothing but wrong, fraud, corruption, misfeasance and malfeasance in everybody else. (Laughter.)

An item for furniture in the Treasury Department brought out Mr. Farnsworth again in an attack upon the architect of the Treasury Department, and he mentioned the incident of two expensive mirrors being toted about to adorn and beautify the house of a distinguished member of Congress in Washington City, and that one of them, costing ten thousand dollars, had been broken or lost in the transportation back and forward.

Mr. Eldridge asked Mr. Farnsworth to what member of Congress he referred? Was he a Democrat?

Mr. Farnsworth replied that his politics were of that uncertain kind that it was difficult to tell what they were. He had been a Democrat and everything by turns, but nothing long. (Laughter.)

Mr. Farnsworth said that he had not stated that the house of the member from Massachusetts had been graced with mirrors belonging to the Treasury, but as it seemed that the coat fitted that member, he would now say that it had been proved before a committee of the House, and was susceptible of proof again, that that member's house was graced with mirrors belonging to the United States Government, and that some of those mirrors had been lost in their transmission to and from the Treasury.

He held in his hand a document that would prove to any unprejudiced jury that the member from Massachusetts was interested in the stone quarry from which granite was taken for the Boston Post Office. It was as well understood in the city of Boston as any other fact that was notorious there. The quarry was universally called "Butler's Quarry." The testimony taken showed that a man named French, a distiller, a former officer on the staff of the member from Massachusetts, but who could not get a commission from Governor Andrew on account of his notorious bad character, had been taken down into the member's district and used there in connection with a quarry.

That man had come on to Washington because his distillery had been seized for violation of the revenue laws, and went to consult the member from Massachusetts, who was usually consulted in such cases. He had happened to mention that he had some spare money, and to ask how he should invest it, and the member from Massachusetts had advised him to buy a stone quarry, and it had happened that that was about the very day when the first appropriation of $200,000 was made by Congress for the Boston Post Office. This distiller had never owned a stone quarry, and knew nothing about the business, but he went and purchased an old abandoned stone quarry, and immediately afterwards, under the advice and assistance of the member from Massachusetts, he procured a contract, although he was the highest bidder, for the granite for the entire building of the Boston Post Office, although there was a statute which made it a high misdemeanor for any officer of the Government to make any contract beyond the appropriation already made. He was not to be told, under these circumstances, that the member from Massachusetts was not interested in that contract.

An item for contingent expenses of the House being under consideration, Mr. Dawes explained that the principal cause of the exhaustion of the contingent fund was the payment to contestants for seats in the House, who had received during the present Congress $78,000, besides $28,000 paid for expenses in connection with those cases.

ANCIENT AMERICAN GIANTS.

Singular Discoveries in a Cave in Iowa—Mammoth Skeletons and Rude Sculptures.

Since the result of Governor Arny's explorations in New Mexico was made public, there has been no discovery of more interest to the American archæologist than the one alleged to have been made recently in Iowa, on the line of the projected Dubuque and Minnesota Railroad. The workmen, while engaged in excavating for the road, in the limestone, at the foot of a bluff, are said to have come upon a flat stone covered with strange characters. This being removed, opened the way into a passage about four feet wide and six feet high, leading directly into the heart of the bluff. At the distance of about fifty feet from the entrance another stone, similar to the first, had to be removed, when a large chamber revealed itself, cut out of the solid rock, about twenty-five feet square and twenty feet high. The floor was hard and smooth, while the walls and roof were carved, in a sort of rude *basso-relievo*, with figures of birds, trees, stars, serpents, and chariots. The south wall was adorned "with a representation of the sun, and immediately below this the figure of a man in the act of stepping out of a boat, and holding in his hand a dove." So far the revelations were not very different from many previous ones in similar caves and rock chambers throughout our Western country. But the most curious part of the discovery was yet to come. A flat slab in the floor of the cavern being raised, revealed below a vault filled with skeletons of unusual size, the largest being seven feet eight inches high by actual measurement. By the side of each skeleton was set a small case filled with yellow earth, beneath which were found animal bones and particles of animal matter. The skeletons were placed in a semicircle toward the southwest.

—The Chinese at North Adams celebrated the beginning of the new year according to their calendar last week, by amusical and dramatic entertainment, and with a supper which was largely attended by the most respectable people of the town.

—The Salem woman who ate liver because she was afraid of the cattle disease, has a parallel in Lowell in the person of an old lady who went into the market and ordered an ox tail for soup, because she had heard the disease did not affect the tails of the cattle.

—On the coldest day of the present winter two women at North Anson, Me., went a mile into the woods, got a load of wood, hauled it to a school house, unloaded it, and got some boys to cut enough to keep a fire so that they could have a prayer meeting.

—Some of the papers will insist in using the term "stopping" instead of "staying" at a certain hotel or place. Thus:—"Rev. Mr. Smith is stopping at the Continental." On reading this announcement it will naturally be asked:—"When will Mr. Smith stop 'stopping?'"

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